North-China Herald.

OFFICIAL NOTIFICATION.—It is hereby notified that until further orders, the *North-China Herald* is to be considered the Official Organ of all Notifications proceeding from Her Majesty's Legation and Superintendency of Trade in China.
H. M.'s Legation, Shanghai, 22nd June, 1860.
E. St. JOHN NEALE,
Secretary of Legation.

Vol. XV., N°. 753. SHANGHAI, SATURDAY, DECEMBER 31, 1864. Price, Taels 15 ₩ Annum.

INTIMATIONS.

Consulate General of the United States.
Shanghai, July 9th, 1864.

To D. Leroy, *Absconding Debtor*.

WHEREAS, A. E. Rosenthal, Esq., member of the firm of Messrs. Blum, Brothers & Co., of Shanghai, personally appeared before me, Geo. F. Seward, *United States Consul General*, and made Oath that the firm now or lately doing business in Shanghai, under the name of Dunn & Co., whereof you are a member, is indebted to said firm of Blum, Brothers & Co. in the sum of dollars 2638.50.

Therefore you are hereby notified, that your property in the hands of Messrs. Angel & Co. of Shanghai, is attached for the payment of said debt, with interest and costs, and that unless you appear before me within six months from this date, to answer in a suit commenced against said firm of Dunn & Co. by Messrs. Blum, Brothers & Co. to recover said sum, Judgment will be given against you, for said sum, interest and costs.

GEO. F. SEWARD,
U. S. Consul General, Actg. Judicially.
30jy-65 483

NOTICES OF FIRMS.

NOTICE.

THE interest and responsibility of Mr. William Thorburn in our firm ceased on 30th June last.

JARVIE, THORBURN & Co.
31de 646 Shanghai, 16th Dec., 1864.

NOTICE.

MR. WINKEL SMITH has this day been authorized to sign our firm by procuration.

Wm. PUSTAU & Co.
7ja 543 Shanghai, December 1st, 1864.

NOTICE.

MR. E. Schulze ceases from this day to sign our firm.

DRUCKER & Co.
31de 644 Shanghai, Dec. 1st, 1864.

NOTICE.—The Undersigned begs to announce that he has established himself at this port as *Tea Taster and Inspector*, and all orders confided to his care will receive his best attention.

J. OSBORNE.
tf 516 Shanghai, Sept. 8th, 1864.

NOTICE.

WE have this day established ourselves at this place, as *Public Silk Inspectors and General Commission Merchants*, under the style and firm of Maertens, Latham & Co.

AUG. H. MAERTENS.
THOS. STANLEY LATHAM.
8jy-65 470 Shanghai, 1st July, 1864.

NOTICE.

THE Undersigned (in the absence of Mr. Albert Robinson, M. Inst., C. E.) having been appointed Agents for Messrs. Randolph, Elder & Co., Engineers and Shipbuilders, Glasgow, are prepared to give full particulars concerning the cost of Steamers, Steam Dredging Vessels, Screw Pile Wharves, &c., and to contract for same at home prices.

Plans, models, and specifications of the above can be seen on application.

GLOVER & Co.
tf 434 Shanghai, 18th May, 1864.

NOTICE.

THE Undersigned have this day established a Branch of their business, as *Merchants and Commission Agents* at this port, under the management of Mr. J. Heuss.

Office, Nankin Road, opposite the godowns of Messrs. Aug. Heard & Co.

BAHLMANN & Co.,
of Amsterdam.
tf 533 Shanghai, 1st Nov., 1864.

NOTICE.—Mr. H. A. Knoop is from this day authorised to sign our Firm by procuration.

KNOOP & Co.
8oc-65 517 Shanghai, Oct. 8th, 1864.

NOTICE.—The interest of Mr. James Joseph Mackenzie and of the late Mr. Henry Hubbard in our Firm, ceased on the 30th June last.

DENT & Co.
5fe 531 Shanghai, 1st Nov., 1864.

NOTICE.

I HAVE this day admitted Mr. R. H. Baldwin as Partner in my business, which will in future be carried on under the style of J. H. Wignall & Co.

J. H. WIGNALL & Co.
tf 418 Shanghai, 16th April, 1864.

NOTICE.

ON the first of May 1864, Mr. John Broadhurst Tootal was admitted a partner in the business of the undersigned in China.

NICHOL LATIMER & Co., Shanghai.
LATIMER LITTLE & Co., Kiukiang.
tf 467 Shanghai, 6th June, 1864.

NOTICES OF FIRMS.

NOTICE.

I have *This-day* established myself at this Port as Merchant and General Commission Agent, under the firm of Pickenpack & Co.

V. PICKENPACK.
18fe 540 Ningpo, 17th Nov., 1864.

NOTICE.

I have this day admitted Mr. J. W. Wood a Partner in my Business, which will in future be carried on under the Style and Firm of Cerruti, Wood & Co.

G. E. CERRUTI.
tf 362 Ningpo, 10th February, 1864.

NOTICE.—Mr. John Morris has this day been admitted as partner in our firm.

ACKSON & Co.
tf 332 Ningpo, 1st Nov., 1864.

NOTICE.

THE Undersigned begs to notify that he has commenced business as *Public Tea Inspector and General Commission Agent.*

W. B. KINNEAR.
tf 452 Foochow, 10th June, 1864.

NOTICE.

I have established myself at this port as *Public Tea Inspector & Commission Agent.*

E. HENRY HOW.
tf 412 Foochow, April 1st, 1864.

NOTICE.

I have this day established myself at this Port as *Merchant & General Commission Agent*, under the firm of Lincker & Co.

A. G. LINCKER.
21ja-65 474 Swatow, 1st July, 1864.

NOTICE.

THE Undersigned have this day established a Branch of their business, as *Merchants and Commission Agents*, at this Port under the management of Mr. William Adamson.

THE BORNEO COMPANY "LIMITED."
tf 218 Hongkong, 1st August, 1863.

NOTICE.

THE partnership hitherto carried on by the Undersigned Edward Townend and by Richard Bell Davies at Hankow, as *Commission Agents*, under the style of Davies Townend & Co., has been dissolved by consent.

EDWARD TOWNEND.
4fe-65 530 Hankow, Sept. 1st, 1864.

NOTICE.

WE have this day established a branch of our firm at Kiukiang under the management of Mr. W. F. B. Sams who is authorised to sign our firm.

INNES & Co.
tf 457 Hankow, 1st July, 1864.

NOTICE.

WE have established a branch of our Firm at Chefoo, and Mr. J. D. Thorburn will sign our Firm per procuration at that place.

MEADOWS & Co.
tf 297 Tientsin, 2nd November, 1863.

NOTICE.

I HAVE established myself at this Port as *Merchant and General Commission Agent* under the style of Detmering & Co.

W. DETMERING.
tf 260 Chefoo, September 1863.

NOTICE.—The Business hitherto carried on in Yokohama, Japan, by Mr. James S. Downie, will in future be conducted under the name of Fletcher & Co.

Mr. James S. Downie is authorised to sign our Firm per procuration.

FLETCHER & Co.
22ap 525 China, 18th October, 1864.

NOTICE.—We have this day established ourselves at this place as *Merchants and Commission Agents* under the style and firm of Dieckmann, Brothers & Co.

H. WILH. DIECKMANN Jr.
RICHD. DIECKMANN.
Nekolajetfsk on Amur, July 1st, 1864.
24ma 511

NOTICE.

THE Undersigned has established himself at this Port as *Merchant, Commission Agent, Ship Broker, &c.*

ALEX. P. PORTER,
Late Agent for Messrs. Dent & Co.
4my-65 534 Hakodadi, 1st Nov., 1864.

NOTICE.

MR. MARON is from this day authorized to sign our Firm *per procuration* in China and Japan.

FAJARD SCHAUWECKER & Co.
tf 438 July 9th, 1864.

JOHN POOK,
Commission Agent.
4, Lime Street Square,
LONDON.
E. C.
tf

INSURANCES.

CITY OF GLASGOW.

Life Assurance Company.

ESTABLISHED IN 1838.

Subscribers Capital £600,000

Accumulated Funds at 20th January, 1864, (£400,000.)

Annual Revenue at that date £103,000.

THE Undersigned having been appointed Agents for the above Company in Japan and China, are prepared to accept risks, on terms, particulars of which can be obtained on application to

JARVIE THORBURN & Co.
5no-65 529 Shanghai, 1st Nov., 1864.

NORTHERN ASSURANCE COMPANY.

THE Undersigned have been authorised to Grant Policies against Fire on buildings owned by Europeans and in the occupation of Chinese, provided such buildings are of first class construction and situated in the Foreign Settlement.

TURNER & Co.
tf Shanghai, 9th April, 1862.

NORTH CHINA INSURANCE COMPANY.

NOTICE is hereby given that Mr. John Stewart Mackintosh has been appointed Secretary to the Company, and is authorized to sign policies and to transact the general business of the Company.

Mr. Wm. Lemann will cease from this date to act as Secretary.

It is particularly requested that all communications be addressed to the Company's Office next to the Commercial Bank, with the Chinese Stamp "Pau-ka" and not to Messrs. Gilman & Co.'s "Taiping." Firms or persons not having the "Pau-ka" Stamp will be supply on application to the Secretary.

By Order of the Directors,
W. LEMANN,
Secretary pro tem.
tf 422 Shanghai, 25th April, 1864.

NORTH-CHINA INSURANCE COMPANY.

THE undersigned, as Agents for the above Company, accept Risks on produce shipped from this Port to Shanghai, Amoy, Foochow, Swatow and Hongkong.

MAITLAND, BUSH & Co.
Hong name—Wha-kee.
tf 370 Newchwang, January 1864.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above named Company are prepared to issue Policies of Insurance against Marine Risks to the Extent of Forty Five Thousand Mexican Dollars (Mex. $45,000.) payable in either London or Amsterdam or any of the principal ports in India and China.

HAGEMEYER & Co.
25jy-65 185 Hankow, 9th July, 1863.

LIVERPOOL & LONDON & GLOBE FIRE INSURANCE COMPANY.

THE Undersigned are authorized to grant Policies against Fire on Buildings or their Contents to the extent of £20,000 at this Port, Hankow, Kiukiang and Tientsin, also on approved Chinese Buildings to the extent of £5,000.

DOW & Co.
31de 325 Shanghai, 5th Oct., 1864.

BOMBAY ROYAL INSURANCE COMPANY.

THE Undersigned having been appointed Agents at this Port for the above Company are prepared to grant Policies against Marine Risks on the usual terms and conditions.

DAVID SASSOON SONS & Co.
tf 170 Shanghai, 29th June, 1863.

UNIVERSAL MARINE INSURANCE COMPANY LIMITED.

THE Undersigned having been appointed Agents at this Port for the above Company are prepared to grant Policies against Marine Risks at the Current Rates of Premium.

DOW & Co.
31de 324 Shanghai, 1st January, 1864.

EASTERN MARINE INSURANCE COMPANY, REGISTERED.

THE business of this Company has been transferred to The Home & Colonial Assurance Company, Limited who will settle all claims on policies issued by the first named Company.

TURNER & Co.,
Agents.
tf 479 Shanghai, July 26th, 1864.

THE LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, Leadenhall Street, London.
JAMES HARTLEY & Co., *Managers.*
Established 1847.

THE Undersigned having been appointed Agents at Nagasaki for the above office are prepared to accept risks by first class steamers.

GLOVER & Co.
2jy-65 465 Nagasaki, 1st July, 1864.

INSURANCES.

ALLIANCE FIRE ASSURANCE COMPANY.

Capital £5,000,000 Sterling.

President:
Sir Moses Montefiore, Bart., F.R.S.
Board of Direction:
James Alexander, Esq., (Alexander, Fletcher & Co.)
C. J. Barnett, Esq., (Barnett, Hoare, Barnett & Co.)
G. H. Barnett, Esq., Glympton Park, Woodstock.
Benjamin Cohen, Esq., New Court.
James Fletcher, Esq., (Alexander, Fletcher & Co.)
William Gladstone, Esq., (Thomson, Bonar & Co.)
G. J. Goschen, Esq., M.P., for the City of London, (Fruhling & Goschen.)
Samuel Gurney, Esq., M.P. for Penryn and Falmouth.
James Helme, Esq., Director of the Provincial Bank of Ireland.
Sampson Lucas, Esq., (Lucas, Micholls & Co.)
Elliot Macnaghten, Esq., Director of the Provincial Bank of Ireland.
Thomas Masterman, Esq., Collingwood House, Brighton.
J. M. Montefiore, Esq., Director of the Provincial Bank of Ireland.
Sir Anthony de Rothschild, M.P., for the City of London.
Thomas C. Smith, Esq., 23, Oxford Square, Hyde Park.

Assurances on buildings and contents, accepted at lowest current rates. Losses promptly and liberally settled.

JARDINE, MATHESON & Co.,
Agents in China.
tf 437 Shanghai, 20th May, 1864.

GUARDIAN
FIRE & LIFE ASSURANCE COMPANY
11, *Lombard St. London.*
Established 1821.

CAPITAL TWO MILLIONS STERLING.

Directors.
Sir Minto Farquhar, Bart., M.P., *Chairman.*
Charles Wm. Curtis, Esq., *Depy. Chairman.*
Henry Hulsey Berens, Esq.
Henry Bonham Carter, Esq.
Charles F. Devas, Esq.
Francis Hart Dyke, Esq.
Sir Walter R. Farquhar, Bart.
James Goodson, Esq.
Thomas Hankey, Esq., M.P.
John G. Hubbard, Esq., M.P.
F. H. Jansen, Esq.
G. J. Shaw Lefevre, Esq., M.P.
John Martin, Esq.
Rowland Mitchell, Esq.
James Morris, Esq.
Henry Norman, Esq.
Henry R. Reynolds, Esq.
Abraham John Robarts, Esq.
William Steven, Esq.
Henry Vigne, Esq.
Secretary.
Thomas Tallemach, Esq.
Actuary.
Samuel Brown, Esq.
Superintendent of Fire Department.
Isaac Delvalle, Esq.

The undersigned have been appointed Agents to the above named Company in China and are prepared to grant Policies here or at any of the Treaty Ports against Fire on the usual terms.

ALFRED WILKINSON & Co.
25ju-65 455 Shanghai, 25th June, 1864.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies in this Office on the usual terms and conditions to the extent of £10,000, on any one Building with its contents, or to the extent of £30,000 on three or more separate buildings in the same occupancy.

SMITH, KENNEDY & Co.
tf Shanghai, 25th February, 1859.

MANCHESTER FIRE ASSURANCE COMPANY.
Established 1824.
Capital—ONE MILLION STERLING.
Board of Directors in Manchester.
Edmund Buckley, Esq., Chairman.
David Harrison, Esq., Deputy-Chairman.
John Barratt, Esq. | John Hough, Esq.
Edmund Buckley, jun., Esq. | Bernhard Liebert, Esq.
John Chapman, Esq., M.P. | Alfred Milne, Esq.
T. Barham Foster, Esq. | Joseph Peel, Esq.
Geo. Withington, Esq.
Board of Directors in London.
Thomas Q. Finnis, Esq., Alderman, Chairman.
John Cunliffe Pickersgill, Esq., Deputy-Chairman.
Henry C. Chilton, Esq. | Patrick D. Hadow, Esq.
William Malalieu, Esq.

THE undersigned having been appointed Agents for this Company, are prepared to grant Policies against Fire, on buildings or their contents, in Shanghai and Hankow.

HOLLIDAY WISE & Co.
tf 514 Shanghai, 26th Sept., 1864.

THE NORTHERN ASSURANCE COMPANY.
Capital £1,259,760 Stg.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances against Fire to the extent of £10,000 Stg. on any one Building, or on its contents.

For Terms, &c., apply to

TURNER & Co.
tf Shanghai, 3rd February, 1862.

INSURANCES.

ROYAL INSURANCE COMPANY
OF LIVERPOOL.

CAPITAL—TWO MILLIONS STERLING
INCOME—THREE HUNDRED THOUSAND POUNDS PER ANNUM.

TRUSTEES:
John Shaw Leigh, Esq. | John Naylor, Esq.
Charles Turner, Esq., *Chairman.*
Ralph Brocklebank, Esq., *Deputy Chairman.*

THE Company is now prepared to grant Policies to the extent of £15,000 on any one Building of European construction or its contents, and to accept Chinese risks to the extent of £8,000 in any locality within the Settlement.

Premiums are payable in drafts at 30 days sight (favor of Percy M. Dove, Esq.)

BOWER, HANBURY & Co.,
Agents for Shanghai.
tf 295 Shanghai, 21st Nov., 1863.

SUN FIRE OFFICE.

London.
Established in 1710.

Managers:
William Hamilton, Esq.,
Chairman & Treasurer.
Charles B. Ford, Esq.,
Deputy Chairman.
The Right Hon. W. M. Beresford, M.P.
The Hon. P. Pleydell Bouverie.
Harry Chester, Esq.
Samuel Pepys Cockerell, Esq.
Raikes Currie, Esq., M.P.
John Drummond, Esq.
Russell Ellice, Esq.
William Franks, Esq.
Capt. H. G. Hamilton, R.N.
Joseph Hoare, Esq.
Felix Ladbroke, Esq.
H. F. Shaw Lefevre, Esq.
Henry Littledale, Esq.
George Wrade Norman, Esq.
Brice Pearse, Esq.
Charles Richard Pole, Esq.
Lambert Pole, Esq.
Charles Ranken, Esq.
Henry Rich, Esq., M.P.
John Shepherd, Esq.
Henry Stuart, Esq., M.P.
C. George Thornton, Esq.

THE MANAGERS of the SUN FIRE OFFICE, London, beg leave to inform the British and Foreign Residents at Shanghai that they have constituted and appointed the undersigned as their Attorneys, to issue Policies of Insurance against FIRE on Buildings, Goods, Merchandize, and other property, at those places.

Full particulars of Rates, &c., may be obtained on application to.

LINDSAY & Co.
tf 108 Shanghai, January 1st, 1863.

COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned having been appointed Agents at this Port for the above Company are prepared to grant Marine risks on the usual terms.

Policies payable in the principal ports of India and China.

BOURJAU, HUBENER & Co.
tf 123 Shanghai 14th May, 1863.

China Fire Insurance Company.

Subscribed Capital Tls. 2,000,000

In 400 Shares, of Taels 5,000 each.
Paid up Capital Taels 200,000.

Directors.
F. B. Johnson, Esq., (Messrs. Johnson & Co.) *Chairman.*
H. H. Wiggins, Esq., *Manager Commercial Bank of India.*
F. Henderson, Esq., (Messrs. Jarvie, Thorburn & Co.)
F. Porter, Esq., (Messrs. Gibb Livingston & Co.)
J. Thorne, Esq. (Messrs. Thorne Bros. & Co.)
George Tyson, Esq., (Messrs. Russell & Co.)

AGENCIES are established at the several Ports in China and Japan.

L. JOSEPHS,—*Secretary*
tf 320 Shanghai, 22nd Aug., 1864.

YANGTZSE INSURANCE ASSOCIATION.

THE Undersigned, having been chosen Secretaries and Agents of this Association are prepared to issue Policies upon Marine Risks at current rates of premium.

Policies can be made payable in London, New York, Bombay, Calcutta, Singapore, Hongkong, Fuchau and Shanghai.

In addition to the usual brokerage, this Association returns to the assured of each year, at the close of each current year, fifteen per cent of the profits of the Company for that year, divided *pro rata* to the amount of premiums paid by each Policies holder.

The following appointments of Agents for the Association have been made in the Northern Ports of China and in Japan.

S. W. Pomeroy, Jr. Esq., at *Tientsin.*
Messrs. Knight & Co., „ *Newchwang.*
„ Meadows & Co., „ *Chefoo.*
„ Walsh & Co., „ *Nagasaki.*
„ Walsh, Hall & Co., „ *Kanagawa.*

RUSSELL & Co.,
Secretaries,
tf Shanghai, 1st November, 1862.

Miscellaneous Intelligence.

NOTICE.—TRINITY CHURCH.—DIVINE SERVICE is celebrated every Sunday at 11 A.M. and 3 P.M. Special Service for Garrison at 9 A.M. Holy Communion is administered on the first Sunday of every month.

Persons not holding Pews are at liberty to occupy any seats they may find vacant when the reading of "The Psalms" is finished.

NOTICE.—DIVINE SERVICE is held at the Union Chapel (Shantung Road) every Sunday Morning at 11 o'clock, and in the Evening at 6 o'clock, also on Thursday Evening at 6 o'clock.

NOTICE.—DIVINE SERVICE is held every Sunday Morning at 11.30 o'clock, and Evening at 7.30 o'clock, in the American Episcopal Chapel, Hong-que.

LATEST DATES.

England,	Nov. 2	Hankow,	Dec. 22
Hongkong,	Dec. 20	Nagasaki,	Dec. 23
Tientsin,	Dec. 1	Kanagawa,	Dec. 18

Latest dates in England, from China,—
Hongkong... Augt. 12 } Received via Marseilles
Shanghai..... „ 5 } Sept. 27.

OPIUM QUOTATIONS

For the week ending December 30th, 1864.

	Malwa		Patna	
December	New Tls.	Old Tls.	New Tls.	Old Tls.
24,	450	450	340	340
[illegible]	[illegible] a 450	447 a 450	337 a 342	337 a 342
28,	445 a 450	445 a 450	330 a 335	330 a 335
29,	447 a 450	447 a 450	325 a 333	323 a 33
30,	450 a 452	450 a 452	328 a 333	328 a 33

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PASSENGERS.

ARRIVED.—Per str. *Aden*, from Hongkong, Mr. and Mrs. Preston, Lieut. Crowdy, R. N., Messrs. Johnston and Brand.

DEPARTED.—Per str. *Nepaul*, for Hongkong, Capts. W. de Courcy, Granger, Messrs. A. M. Beyer, E. Moses, J. Obadya, P. Gabain, J. Costeker, Fetherstone, Whittall, and A. J. How.

BEKANNTMACHUNG.

ES wird hiermit zur öffentlichen Kenntniss gebracht, dass die fernere Leitung der Geschäfte des Königlich Preussischen General Consulats für China am heutigen Tage von dem Königlichen Legations Secretair VON RADOWITZ dem Königlichen Gerichts Assessor TETTENBORN übergeben worden ist. Die Kanzlei des General Consulats befindet sich bis auf weiteres im Astor House.

Königlich Preussisches General Consulat für China,
TETTENBORN.
Shanghai, den 16ten December, 1864.

NOTIFICATION.

IT is hereby notified for general information, that the management of the affairs of His Prussian Majesty's Consulate General for China has been handed over to-day by His Majesty's Secretary of Legation VON RADOWITZ to Assessor TETTENBORN, who will remain in charge of it until further orders.

The offices of H.P.M.'s Consulate General will be for the present at the Astor House.

His Prussian Majesty's Consulate General for China.
TETTENBORN.
31de 548 Shanghai, Dec. 16th, 1864.

THE London Mail of 10th Nov., due in Hongkong on the 27th Dec., and here on the 1st Jany. It arrived last year on the 31st Dec. per *Shooey-leen*.

ONE of the P. & O.Co.'s steamers, with the Mails, &c., for Europe, is appointed to leave on Monday, 9th proximo.

The North-China Herald.

IMPARTIAL, NOT NEUTRAL.

SHANGHAI, SATURDAY, DECEMBER 31, 1864.

As we issue the *Herald* this morning instead of, as usual, in the afternoon, we are unable to publish the Custom House returns up to date.

ON the last day of another year we congratulate our readers on having so long sustained the responsibilities, and enjoyed the pleasures of life, while at the same time we wish them God-speed on their journey through the unknown future of the coming year. We have not many stirring events to look back upon, neither does the aspect of affairs seem to promise any very startling denouement within the next twelve months. What fate may be in store for us and for this our temporarily adopted country, must be left matter for conjecture, but that conjecture seems at present reasonably limited to our own personal fortunes. The political horizon is, it is true, dark enough, but the clouds do not threaten our safety, for some unlooked for manifestations must be made before foreigners in China become apprehensive of danger or difficulty during 1865. Leaving behind us a good name during 1864, we enter on 1865 with hearts full of confidence, and nerves restrung to meet the world in combat. That combat is, however, a friendly one, although it requires strength and the energy of devotion—the field is a fair one, and the penalty of defeat is not deadly. The microcosm of Shanghai has, during the year just closed, grown in resemblance to the great western world of which it is an offshoot. For a long time the foreign residents have emulated the business enterprise, the manly sports, and the less athletic every-day amusements of their home contemporaries. Diplomacy on somewhat a diminutive scale has been found necessary in some instances where the lords of the soil have proved fractious or overbearing. But, fortunately for us who, without the troubles and anxieties of diplomatic life, live in the enjoyment of the labors of others, we have never at an emergency been left without conscientious representatives of foreign interests and determined opposers of native aggression. The companies formed during the previous year have with some exceptions, flourished during the period which has now come to an end; but, in consequence of the general stagnation which has latterly fallen on business currents in Shanghai and other parts of the world, few Joint Stock Companies have since sprung up. Other associations for other ends have however taken their place, and will, by tending to raise the tone of the junior members of the community, bring forth results of practical utility. Thus, the resuscitated branch of the Asiatic Society may be expected to provide stores of information as to the character of the people who surround us, and as to the peculiarities of many of the neighbouring districts and countries. If it be kept up by the same desire for increased knowledge which prompted its revival, the North China branch will do good service to foreign commercial interests in this country. Another literary club, which from time to time meets under the modest title of the Debating Society, helps to mature the rising orators of the settlement, and to afford practice to the more advanced debaters in the local parliament—the meeting of Land Renters. The debating society will doubtless bear fruit in subsequent meetings of the Land Renters, where Gladstone-like, the announcer of a budget will clothe his statistics in language the most brilliant, and will throw wreaths of eloquence over details the most practical and repulsive. The opening of the Shanghai Club, although an event in the strictest sense of the term, and therefore deserving of special notice, belongs more properly to some previous year in which the idea of establishing a Club first entered into the fertile brains of some few men anxious to make Shanghai resemble a segment cut from a home circle. To those men we now owe the stately structure, which, in spite of all the scientific abuse lavished on its architectural peculiarities, takes up so much room on the bund—to them we owe the cool reading room, the deep comfortably cushioned chairs where a cigar and a periodical can be enjoyed in delicious combination; the pleasant little bachelor dinners against which the married rail, but which they nevertheless enjoy; the well lighted billiard rooms, and the other accessories of the modern club. In this settlement, where there are so many "clubable" men, such an institution must necessarily prove a success. In some less gratifying particulars also we have imitated the attributes of home communities. As we found the social institutions of the mother country indispensable, and also discovered that the sports of the land of our birth would bear transplantation to this soil, we forthwith adopted the one and introduced the other. Painful experience has lately taught some members of the mercantile world that the vices of mercantile life in England have not been wholly unrepresented here. The extraordinary facts which a few days ago came to light regarding a partner in one of the leading houses, claim some remark, but are already so well known as to render any dissertation upon them needless. Let us tread lightly on the fallen, knowing that the worst punishment which can fall on one guilty of a mercantile fraud, and who is not dead to all sense of honor, is public neglect and private scorn. With this exception the Retrospect which next week we purpose to lay before our readers will be a pleasant one. The events which have crowded into the past twelve months have left happy memories behind them, and warrant us in looking forward hopefully to the year now before us. The start we make is a good one. In harmony amongst ourselves, our relations with the natives are of the most friendly character. The different nationalities which have crowded together have a common interest, and desire to attain a common end. That end may be summed up as to its nature in one short sentence:—the establishment of a remunerative and legitimate trade on equal terms between China and foreign nations. The means which have already been brought to bear will no doubt help to bring about the result hoped for, while the institutions to which we have briefly alluded above will in some cases assist in the development of the country, and in others aid the foreign community to support the fatigues necessarily undergone by the preachers of this crusade of mercantile enlightenment. That good fortune may attend the efforts of each toward the realisations of his private views, and the combined exertions of all in defence of the common rights of the entire community, is our hearty wish at the opening of the year 1865.

SUMMARY OF THE WEEK.

THE masonic ball which took place at the Club on Thursday evening claims the first place in a record of events during the past week. Under the active superintendence of W. Bros. Tilby, Nutt and Underwood, the spacious rooms devoted to dancing had been tastefully decorated with masonic flags and emblems; while the taste of Bro. Walter Spencer had been called in aid to arrange the festooning of wreaths of evergreens around the pillars. The energy of the Secretary had left nothing to be desired in the general arrangements of the evening; and everything went off satisfactorily in consequence. Nine o'clock had been fixed for the commencement of dancing; but through delay in the arrival of guests, ten had struck before the first quadrille was opened. The scene in the ball room was strikingly picturesque; the varied decorations of the brethren, the uniforms of the naval and military officers present, and of the Shanghai Volunteer Corps, contrasting pleasingly with the dark coats of the civilians; while the ladies, of course, harmonised and perfected the whole. A tithe only of the gentlemen present could hope to get partners, as they mustered nearly in the proportion of ten to one of the fair sex. Those who were not among the happy minority divided their attention between watching, as enviously as masons may be permitted, the evolutions of their more fortunate brethren,—and the card rooms, where some half dozen tables were generally filled. About half-past twelve, the dancers ceased labour for refreshment, and for the next hour and a half a constant onslaught was kept up on the viands, relay succeeding relay, each better prepared than the last to do justice to the banquet. The last *gallop* was played about two, and ten minutes after the finale of "God Save the Queen," every lady had disappeared. A large proportion of the sterner sex remained some time longer, and when we left, at 3 A.M., a number of gentlemen were commencing a second attack on the supper table. We cannot conclude this brief notice without expressing our regret that the ladies of Shanghai did not show a more general appreciation of the entertainment. A hundred were invited, but hardly thirty attended, while there were at least two hundred gentlemen. A large proportion of the latter, too, were either invited guests or had neglected to don the insignia of their order. Officers of lodges mustered strongly, but we regretted to see comparatively few plain aprons.

The amateur burlesque company has reappeared on the stage, and given two representations of the burlesque on *Lady Audley's Secret* and on *Medea*, in its usual excellent style.

In another part of the paper will be found the conclusion of the evidence in the case of the *General Meslin versus* the *Promise*, the first portion of which appeared in our last issue. We abstain from comment, as yet, as we believe further questions are likely to arise.

Accounts from all parts of the empire indicate a most disturbed condition of affairs. Rebellion and brigandage appear to be the rule rather than the exception.

NANKING advices state that Tseng-kwo-fan resumed the governor-generalship on the 14th inst.; and has since instituted a rigorous examination into the conduct of a number of mandarins, several of whom he has promoted or dismissed according to their deserts.

The *Australian* has arrived from NAGASAKI, but has brought no intelligence of interest, save of her own narrow escape from shipwreck on a rock on which she ran, at the entrance to the Inland Sea.

HONGKONG papers record active measures on the part of Kwantung mandarins to resist the advance of the rebels.

HAKODADI letters mention several catastrophes to ships, caused by heavy weather. The schooner *Petrel* had put back in a crippled state; and the *Ashmore*, which had gone ashore at Oma Island, had gone to pieces.

THE AUTOGRAPHIC DEPOSITION OF CHUNG-WANG, THE FAITHFUL KING, AT HIS TRIAL AFTER THE CAPTURE OF NANKING.

(Continued from December 3rd.)

When Manchoo-men were captured, orders were immediately given by me not to kill them, and that any one privately murdering a Manchoo should pay the penalty of his imprudence with his life. All who were willing to join the army were accepted, and those undesirous of doing so were allowed to return to their country. Some Manchoo officers of greater courage than the rest actually came to my palace at one time, and held a discussion with me upon the propriety of my providing funds to enable them to return home; those of meaner courage gradually deserted when opportunity offered. Many remained with the army and lived on terms of intimacy with the military officers for a length of time, and numbers were furnished with funds to meet expenses by our officers, and then allowed to leave. These are no fictitious words of mine. The people of Hangchow know all about these matters, and the Manchoos themselves are surely able to testify to the correctness of my words. To return, however, to my subject—the siege of Hangchow, where engagements were daily going on at this time between our troops and those of Wang-yu-ling. The city was reduced to such a state that the garrison was prostrated by famine and unable to fight. Wang-yu-ling was in a hopeless condition and had no one to whom he could look for succour, save Chang-yu-liang, and he was unable to effect any good. Wang-yu-ling then concluded to write a letter to the Chung-wang, and request him to spare the lives of the people in the city. The writer whom he consulted upon the matter asked him the style of address he proposed to adopt in his letter, adding that if he used any derogatory expression it would only result in greater harm; and that, on the other hand, a too conciliatory tone would incur the displeasure of the emperor. The words of the writer failed to elicit any reply. Wang-yu-ling merely beat upon his breast, and, heaving a sigh, said, "There is no occasion to write, Hangchow cannot possibly hold out." He then said that he would take his seat on his official chair, and await the coming of the Chung-wang, that he might first see what style of man he was—and then expire. The writer in response said, "When this man enters the city he is certain not to let you die."

Shortly after this we made a grand assault upon the city, then beleaguered on all sides, and effected an entrance. I then went direct to the residence of Wang-yu-ling to try and find that person, but I searched on all sides without success, until finally I went into the back garden and there the object of our search was found suspended. I gave orders at once to have him taken down, but life was already extinct. He was then conveyed to the hall, and after there being recognised by some of his own soldiers, his remains were encoffined with all his paraphernalia of office, and directions given to his men to keep watch over them. On the day following this occurrence I summoned all the deceased officer's soldiers before me and there proclaimed to them that any willing to join us might do so, and that those who were unwilling to do so might suit themselves. The body guard or personal followers of Wang-yu-ling were composed entirely of Fokien men, and the remainder of the Imperialist soldiers were either Hoonan or Hoopeh men. The whole of them were spared and they were allowed to take away with them, without any molestation, their gold, silver, and personal property.

Five hundred men out of Wang-yu-ling's own followers were told off to escort his remains to his native place, and for the funeral cortege 15 boats were provided, a pass granted, and 3,000 taels contributed. Wang-yu-ling and myself had each our part to perform on behalf of our respective sovereigns. We were each bound to carry out our work faithfully. It was to show my appreciation of his fidelity that I did what I did. It pained me to see one so brave and yet so faithful thus consigned to the grave, and this led me to honour his remains in this way. Though Wang-yu-ling when alive fought against me to support his sovereign, still in death I bore him no enmity, and my treatment of him was dictated by the feelings of the heart.

In the city (of Hangchow) were also Mi-sing-ch'ao and Lin-fu-siang, and besides these Lin-chih, Financial Commissioner, who had arrived at the city, but had not yet relieved his predecessor in office, Lin-fu-siang. These men were all captured, but neither of them killed; on the contrary they were treated courteously. The two former used to come into my study, and many a night when stillness reigned around have we had conversations together upon general topics or affairs in general. I managed to obtain Lin-fu-siang's son and had him given to him, and I likewise recovered Mi-sing-ch'ao's ponies and handed them over to him, and he afterwards made them a present to one of my officers, Wang-ngan-chün. Lin-chih, being a Manchoo man, was afraid of being killed, and on the second night decamped, without being pursued. About ten days afterwards Lin and Mi said that they did not wish to remain with us any longer, but wanted to leave. A boat was prepared for each and on the eve of their departure for Shanghai, 300 taels were offered to each, but they would not consent to receive this amount, and finally departed with 100 taels each. When they came to take their leave of me their words were "In this world we cannot be friends with you, but in the world to come you shall not be forgotten. You (the Chung-wang) are a man of eminence, and it is only to be regretted that you have not a good sovereign," and with these words on their lips they took their departure.

The 12th month of the 11th year (1861) having now far advanced, rain and snow fell in such quantities as to throw serious impediment in the way of advancing; in addition to this the creek at Soochow and Hangchow being small and shallow, the water had all frozen and rendered the passage of boats a difficult matter. After remaining at Soochow for ten days I took my departure. Having made all the required arrangements at Hangchow, enrolled those willing to join us and disposed of those unwilling to do so, my attention was next taken up with putting the people into proper order, and interring the remains of those who had suffered from starvation. I had 10,000 coffins prepared at a cost of 20,000 strings of cash (say $20,000) and had 10,000 peculs of rice and 200,000 strings of cash brought from Kiashing to relieve the wants of the starving people. Money was advanced to the people without any interest being required in return, but the capital was to be returned within six months. The rice being issued for the maintenance of life was not expected to be returned.

In two months I had put everything into proper working order at Hangchow. The 11th year was now drawing to a close when I reached Soochow, and I there passed the new year.

Hangchow had but just been taken when news reached us of the fall of Nganking. Tsêng-kuo-ch'üen had so reduced the garrison of the city that he had starved the soldiers to death. The troops in the city were some of the Ying-wang's command, and General Tseng, who was beleaguering the city, had intrenched himself strongly outside and rendered his works almost impregnable by defending them with high breastworks and deep fosses. The Ying-wang approached the place but was unable to afford any succour. General Tsêng at one time withdrew some of his camps to the Stone Horse lake, in order to give the garrison some space by which they might retire. The Ying-wang, instead of availing himself of this opportunity, conveyed into the city the whole of the rice and provisions he could obtain at Shih-p'ai and the surrounding places, and this measure led General Tsêng (Ching) to resume his former position and maintain a more vigorous siege. The extreme danger of the city and the fright that the two commanders Yeh-yün-lai and Chang-ch'ao-chiao were in, led the Ying-wang to move three of my officers, whom I had left at T'ien-ch'ang and Loo-ho for the protection of those places, into the city to assist in defending it. The Ying-wang, with Liu-ch'iang-lin, then contrived to gain the Chi-sien pass; intending to make another effort to save Nganking. The Chang-wang (Lin-shao-chang), the Hoo-wang (Yang-fu-ch'ing), the Tu-wang (Huang-wên-chin), and the Hu-wang (Wu-ju-siao) had assembled at T'ung-chêng and written to the Ying-wang at Chi-sien-kuan to say that they had been commanded by the Tien-wang to co-operate in the rescue of the Nganhui capital. At the period of which I am now speaking, I was at Hsing-kuo-chow.* When I learnt the difficulty the Ying-wang was in, I knew at once that the preservation of Nganking was a simple impossibility.

The Ying-wang having given over charge of Chi-sien-kuan to Liu-ch'iang-lin, went on to T'un-chêng, directing an officer of mine to follow him and protect his rear. Much to the surprise of all, this manœuvre had been anticipated by the Imperialists at Chün-p'oo and other places; and a party of To-lung-a's troops which had lain in ambush to receive them, suddenly issued out and cut off more than 1,000 of them, driving Huang-chin-ai and the rest to take refuge in the water at Tiên-tung. The victims that fell turned out to be my own men. As soon as evening arrived, Huang-chin-ai at the head of a few hundred men fought his way out of the water; and the desperation and determination with which this was effected, induced General To's troops to allow them room to retreat upon T'ung-chêng.

The Ying-wang then returned to the capital and prayed the Chief to send him succour. Meantime Pao's troops had reached Chi-sien-kuan and laid siege to the place, having as yet been unable to get in. They threw up formidable earthworks all round, and made daily assaults upon the place. There was great dearth of provisions inside the camps at Chi-sien-kuan and likewise a scarcity of gun-powder and shot. Night and day, Pao's men attacked the place, until the garrison, reduced to a state of hopeless distress, finally gave way, and Liu-ch'iang Lin and Li-sza-fu as well as the whole of the defenders perished. The Ying-wang was at a loss what to do, and, with the Hu-wang and the Tu-wang, again sought to obtain succour from the capital. General Tsêng was now maintaining a close siege. He had made several attempts to storm the city but they had all signally failed. Meantime he took possession of the Ling lake and cut a channel through, so as to admit of his gunboats playing their part in the siege. It was even difficult at this time to convey a letter secretly, so strictly was the siege maintained. The Ying-wang (Chên-yü-chêng), the Hu-wang (Yang-fu-ch'ing) and the Tu-wang (Huang-wên-chin) were, at this critical period, outside the city, and prevented from entering by General Tsêng. Reduced to a terrible state, the impending crisis at length came and the city was taken; the whole of the garrison suffering and the river being strewn with bodies. Not one of the defenders was left. A sigh of lamentation escapes one to think of these distressing circumstances

As soon as Nganking fell, the Ying-wang withdrew his troops through Shi-p'ai, and he also ordered the soldiers at Huang-mei to retire on Yeh-chi-ho (pheasant stream). His object was to reach Te-ngan or Hsiang-yang, and there augment his force; but to his surprise the men would not consent to move. The officers had no control over the men at such a time as this, and all they could do was to lead them from Lungan to Loochow, whither the Ying-wang, seeing no other course open to him, followed them. It was a case of a Rowland for an Oliver,* and this state of affairs, coupled with sundry rebukes from the Tien-wang, and deprivation of his rank, gave the Ying-wang much anxiety and trouble of mind, and his only wish was to hold Loochow for the rest of his days, and thus exemplify his zeal and loyalty to his country. He was disappointed however in his wishes, for shortly after, To-lung-a besieged the city and reduced it to such distress that the troops became mutinous, and finally the place was lost. The Ying-wang had to fly to Show-ch'un, where he was afterwards treacherously betrayed into the hands of the Imperialists by Miao-pei-lin, and suffered death. After this event his command devolved wholly upon me, but the state of affairs not permitting his men to cross to Nanking, I ordered Chên-tê-ts'ai to Soochow, and directed him to go up (the river) and collect as many men and horses as he could and come at the end of two years to save the capital. A long time has elapsed since then and he has not returned, and notwithstanding an occasional letter, increasing difficulties have thrown themselves in the way of keeping up communication; and thus another drawback has impeded the rescue of Nanking at the present day. Having said thus much I will now continue with my narrative from the capture of places in Chekiang in 1861 to the return to Soochow in 1862.

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* Lat. 29.52' N. Long. 115.6' E.

* *Lit*—You have your say and I'll have mine. Somewhat after sentence 25 in the Tien-lel. "You have your scheme and I have mine."

H. B. M. CONSULAR COURT.

Before—Sir HARRY S. PARKES, K.C.B.,
H. B. M. Consul.

Lieut. PRINGLE, R. N.,
Lieut. STODHERD, R.N., } *Assessors.*
Capt. PATRIDGE,
E. A. REYNOLDS, Esq.

MASTER AND OWNERS OF "GENERAL MESLIN,"
versus
MASTER AND OWNERS OF "PROMISE."

December 21st 1864.

MR. MYBURGH, in opening the case for the defendants, said that he would state as briefly as possible the history of the steamer *Promise*. The *Promise* was built in New York expressly for the China trade; to run between Shanghai and Tientsin. Her building was superintended personally by Captain Johnson of the steamer *Fire Queen*, the engineer also being present both while she was being built and when the engines were fitted. She had a trial trip in New York the result of which was very successful, and nothing was found to require alteration. After a prosperous voyage she arrived in Shanghai, and commenced running on this line. The captain, chief officer and engineer came out in her and would be able to give their experience as to her qualities. She had made two voyages to Tientsin and back before the 3rd of November, when the collision took place. Captain Roberts had been called to shew that the rudder of the *Promise* was smaller than those of other steamers, but he (Mr. M.) was prepared to prove that it answered perfectly. Captain Bain would be able to satisfy the Court that she was quite manageable. If the collision were proved the result of accident the defendants could not be held liable; for it is laid down by law that no one is liable for the occurrence of an accident, and this collision was essentially an accident. The pilot was experienced and skilful, and being in charge at the time the collision took place, would be able to testify to the pains taken to keep clear. The pilot who brought the vessel into Shanghai after the second voyage made no mention of her steering badly, and from that it might be inferred that in his mind there was no fault to be found with it. If there had been anything wrong with the steering apparatus on the way up the river it must have been perceptible. Had the rudder been twisted she could not have come in among the shipping safely, against a strong ebb side, and Captain Bain was ready to state that she was then as manageable as ever. She was in the same condition going down until, having passed the bar, the pilot put the helm down, but the wind and tide being against her, she would not come up, but staggered, and then fell off. When the pilot saw that collision was inevitable, he had the engines reversed, thinking she would have stern-way. In this he acted skilfully, carefully and as a prudent man should do. At the moment of collision the vessel did go astern. There was no negligence or unskilfulness on the part of the pilot or others on board at the time, and therefore none on the part of the owners. The counsel for the plaintiffs argued that they were negligent in allowing the vessel to leave in an unseaworthy condition, but this could not be proved, there being nothing to put them on enquiry. Supposing the rudder had been slightly twisted previously, the twist must necessarily have been greatly increased by the collision. He (Mr. Myburgh) was prepared to shew that there had been negligence enough on the part of the plaintiffs to put them out of Court. It is a rule in Admiralty that in cases of this nature, where both sides are to blame, the amount of damage is put together and divided between them. In Common Law, however, it is different. If both the plaintiffs and defendants are to blame, the plaintiffs have no right to bring the action. The plaintiff cannot recover unless the negligence has been entirely on the side of the defendants. If the injury might have been prevented by the plaintiffs and they were brought within the rule of contributory negligence, they could not bring the action. On approaching the *General Meslin* the pilot called out to them to starboard their helm, and slack the chains, but no one did so. Had the helm been starboarded and the chains slackened, the collision might have been avoided. The question was, had the defendants been negligent in sending to sea an unseaworthy vessel. They had no knowledge of the defect, from the previous character of the steamer. He proposed to shew that the collision was, first, the result of accident, and, second, that there was no implied knowledge on the part of defendants of this twist in the rudder. A previous knowledge of the performances of the steamer would not have put them on enquiry, even supposing that it was not considerably increased by the collision. If the Court should hold that the defendants ought to have known of it, and that by it the accident was caused, then the negligence of the plaintiffs so contributed to it as to prevent them from sueing at Common Law.

A. Bain said:—I am captain of the steamer *Promise*. I brought her out from New York. She was built there by Van Dusen Bros., eminent builders in that place. I was present at the trial trip. The result was very satisfactory. No alterations whatever were made after the trial trip. I don't know whether she was classed. She was insured at the Atlantic Office in New York. I arrived at Shanghai in July, I think. My opinion was that she behaved excellently, steered well and sailed well. She had a trial trip in Shanghai before going to Tientsin. The result was also very satisfactory. I was going on my third voyage to Tientsin on the day of the collision. The last trip had been a very satisfactory one in every respect. I have invariably taken a pilot. I took one from the Light Ship to Shanghai when returning from the second voyage. I think we came up with the tide and we anchored among the shipping above Lindsay's jetty. The pilot was perfectly satisfied with the steering of the ship and made no complaint whatever. I know of nothing that could up to then have caused any twist in the rudder-head. I remember the 3rd November. I than started on a third voyage to Tientsin. I took a pilot, Mr. Christiaussen of the Shanghai Pilot Company. He had taken me down once before. We had to pass through all the vessels from Lindsay's jetty to the Harbor Master's hulk. I did not notice the slightest defect in her steering then. We got under weigh at 1½ P.M. and got along nicely, everybody being at his post. We came to the marks at Wusung, when the vessel seemed to have come out of an eddy into a very strong current. At 200 yards from the *General Meslin* the helm was hard a-port, but she continued to fall off. The *General Meslin* was then on our port bow. Our helm was hard a-port. The pilot called out to them to starboard. When we saw the vessel falling off in this way, we ordered the engines to be reversed. We were then distant about eighty yards from the barque. The pilot ran to the wheel-house to see that our wheel was actually hard a-port, and found it was. Just before we struck, the helm was shifted to starboard. The effect of doing this would be to bring the ship's head to starboard, as she was going astern. It had this effect. The engines had been reversed about a minute when the collison took place. After the blow, she went astern immediately and her head went off so that she came in a line with the *General Meslin*. I did not notice a man at the wheel of the *General Meslin* at any time. I saw the poop on the steamer. I saw several people in a state of inactivity and looking on at us. I think I must have seen if any one had gone to the helm previous to the collision. After backing astern, I told them to go ahead and anchored close to the *General Meslin*, not knowing what state either the barque or my vessel was in. I sent a boat and boat's crew off to render assistance, giving directions to the pilot who also went, to let me know if the steamer were wanted to shove the barque ashore. I saw no alteration in the position of the *General Meslin* until the jibs were set, and then she sheered in a little. She was about one hundred and fifty yards off the shore. If she had put the helm a-starboard and veered away chain, the force of the collision would have been considerably deadened. Had she gone even a few feet in shore, it would have been lessened, as we were going full speed astern. When the jibs were set they filled quite strong, as there was a regular breeze blowing right on Wusung. The tide was about two-thirds flood. The *General Meslin* sunk in about half an hour after the collision. The pilot came back in about twenty minutes. He said that he could not get them to do any thing, or give him a hammer or anything else, being busy in saving their personal effects. The first thing they did was to hail a boat, and when she came alongside, they put in their property, chiefly, I should think, apparel, chronometers, &c. I noticed one of my men loosing the jib. She could have been shoved in shore a considerable distance had they been smart, and put canvass over the bruise. She might have been taken by us at high water nearly high and dry on the shore. As it was impossible for us to proceed on our voyage we turned back. Even then the steamer seemed to have very little the matter with her rudder; she did not answer her port helm quite well. She went into dock after discharging the cargo, to repair the stem and perhaps have some caulking done. As we were in dock I thought I would have the rudder altered a little in order that she might be more easily navigated amongst the tortuous windings of the Peiho river. It was only on unshipping the rudder that I noticed the twist in the rudder-head. It was a twist of about fifteen degrees. It gave fifteen degrees less porting. This can be proved now by examination. I don't think that with that twist in the rudder-head the vessel could have been navigated safely. Previous to the accident she certainly had not that amount of twist, because until then we saw no fault in the steering, except in the Peiho river where the turns of the river are so acute. Every one was at his post waiting for orders at the time of the collision. The pilot was in the wheel-house, the first mate was also there to strike the bell according to the pilot's orders. I was standing a little abaft the wheel-house. The pilot did everything that could possibly have been done. I attribute the accident to the ship having been in an eddy; in fact, to wind and tide. The *Promise* is very high out of the water.

To Mr. Eames:—I did not command the *Promise* at the trial trip in New York. I went down with her to Sandy Hook. There was plenty of room there for the vessel to turn round in. Since then I have had occasion to back her astern. I dont think it was calculated to twist her rudder. It was not on account of the rudder being out of order that she was put into dock. I never expressed an opinion that it was twisted in consequence of the vessel's going on shore. I made the measurement of the twist myself. With the helm hard a-port her head still kept off until we came into collision. Putting the helm to starboard could make no difference in the blow. I think it was quite right to do so. I reversed the engines as soon as I saw that collision was inevitable. I have been at sea since the year 1829. I would not swear that there was no one at the wheel of the *General Meslin*. The pilot never hailed me. I dont know what his motive was. I am not sure that I saw chronometers passing out of the barque; I thought from the appearance they were. The wind seemed to blow towards the French godowns. I think the barque was about 150 yards from the shore. I don't know whether we would have had room to go between her and the shore. When we struck her, I noticed that it was 3.40 o'clock. She sunk about half an hour after. We must have struck her pretty hard. After the blow, she settled in the water nine feet according to my estimate. She did not answer her helm perfectly on the way up. We were about a week in dock. I don't know exactly what day the rudder was changed. The chief mate discovered the twist when the rudder was unshipped to put plates on it. When I went into dock I was aware that there was something the matter with regard to her steering apparatus, and intended to have it examined. Before going down, the rudder may have been twisted a little without my knowledge, but it must have been greatly increased by the rebound from the *General Meslin*. We rebounded very suddenly, and it was the suddenness of the shock that injured the rudder. When a vessel is backed, she goes slowly. I saw one of my men loosing the jib, I did not see them do anything else.

To the Court:—When at sea the last time, we steered a straight course, but paid no attention to the midship spoke. We only saw that she steered by the compass. When the vessel has been lying at anchor in the tide, I never noticed that she tended to turn to port. We were too close to the *General Meslin* to save collision by anchoring. We had every thing ready. Forty fathom of cable with both anchors, might have brought the vessel up. Still, forty fathom would have brought us into collision, as the anchors would not have immediately held. We anchored at a distance of about two cables' length from the *General Meslin* after the collision. I could see everything going on on board. The pilot was only two or three minutes going to the vessel. After sending the pilot with one boat, I did nothing further, being waiting for the pilot to hail. I cast my eyes there now and then and saw that she was sinking rapidly.

December 22nd.

C. Christiaussen said:—I am a pilot in the Shanghai Pilot Company. I have been pilot on this river for twelve months, and at sea for twenty-one years. Whilst pilot here I have been constantly employed in taking sailing vessels and steamers up and down the river. I remember taking down the *Promise* on the 3rd November. She was lying about two ships' length above Lindsay's wharf. There were two other pilots on board as passengers. Mr. Burr was one of them. The fair-way is pretty clear through the shipping. A collision took place on that day. We passed the marks about ten minutes before the collision, and noticed that there were twenty-two feet of water on the bar. To cross the bar we had to steer a straight course for the *General Meslin*. While crossing the bar I ported the helm. She was caught by an eddy on the bar. After crossing the bar, she was coming to very slowly, but just then experienced the full force of the flood and I saw it was likely that a collision with the *General Meslin* would be the result. Just then a puff of wind caught her and caused her to fall off considerably, and I gave orders for the engines to be reversed. After getting out of the eddy into the fair channel, the man at the wheel called out that she was stopping, that is, that she was not answering her helm properly. We were going full speed at the time. The Engineer was at his post immediately behind me. My order was carried out instantly. I asked the Engineer whether she was going full speed astern, and he said she was. The *Promise* is a screw steamer. The mate jumped on the forecastle when he heard the bell ring; the men were about the deck. We were coming nearer the *General Meslin* with the helm hard a-port, and she was still falling off. I put the helm hard a starboard in order to made her sheer. The pilot-house of the *Promise* is on a spar-deck, about eight or nine feet above the main-deck. The screw of the *Promise* is right-handed and had a tendency to make her incline to port. Putting the helm hard a-starboard when she had stern way on would have the effect of making her back in the direction in which the helm was put. I thought this would keep her clear of the *General Meslin*. We did not feel the shock of the collision much. I was leaning against the wheel-house and did not feel it so much as a person standing would have done. She was taken bodily by the tide against the barque. We did not go head on. I think just at the moment of the collision she was begining to get stern-way on her. The pilot-house is between the foremast and the forecastle. The spar-deck runs the whole length of the ship to near the forecastle. There is a small passage between it and the forecastle. I did not take particular notice of the *General Meslin* before the collision. I did not notice any one on the after part of the vessel. I noticed two men on the forecastle and five or six standing down below. I did not see any one at the wheel. After the collision Mr. Burr or Mr. Knott sung out to them to starboard the helm. I saw one man run aft to the helm. Mr. Burr and Mr. Knott were standing behind me on the spar deck, between the main and fore masts. Previous to the collision, the *General Meslin* was lying right along the bank and did not change her position. When the collision took place I should think she was lying four hundred and fifty or five hundred feet from the bank at low water mark. I don't think she could have swung had she been closer in. Going down where she lay is nearly the most difficult part of the river to round. The *chow-chow* water up here is worse. If the *General Meslin* had starboarded her helm a minute or two before the collision she would have moved in seven or eight feet and I think the collision would have been avoided. If not she would have been struck abaft of where she was struck and there would have been less damage done. After the steamer struck she went astern and I stopped the engines. I sung out to the *General Meslin* to get a sail over the hole. I did not see any sail thrown over the side. I went on again and came to an anchor about two lengths ahead. We lowered a boat and I went in it myself. Captain Bain said if they wanted a steam-boat to shove the vessel on shore, to call him alongside. When I got on board I went forward. The mate was there. I asked him to unshackle the chains and hoist the jibs, but he did not seem to understand me. I sent one of my own men, an Italian, to do it. He loosed the large jib, and I was looking round for the halliards when Mr. Bonney came on board and asked whether he could be of any assistance. I said that I wanted some assistance to unshackle the chains and hoist the jibs. His crew assisted me. I did not notice any of the crew of the barque giving assistance in hoisting the jibs. Mr. Bonney's men were Chinamen in white frocks and straw hats. The Chinamen and some of my crew were assisting one of the Frenchmen to loose the starboard chain, when he left, I suppose to hoist the flying jib. I wanted to make the mate understand to unshackle the chain. The mate kept pointing down in the hold where the water was coming in, and then every one of them ran away. I endeavoured to unshackle the chain but could not. Mr. Bonney also tried to do it. The mate pointed down the main-hatch where there was no water at all to be seen. I sounded and found five and a half fathoms on the port quarter. There were then twenty-one feet of water on the bar. I then went to the helm to see if it was hard a-starboard, and found it was not by three or four spokes. I put it hard down. There was no one at the wheel. Every one was saving his things. I persuaded two men to come forward to unshackle the port chain and they did so. I tried to save the chain by getting a rope round it, but it ran out. The vessel then changed her position to that she now occupies. I was fifteen minutes on board of the *General Meslin*. I left when there were about two feet of water on the deck forward. If they had put a sail over the wound and the helm had been put a-starboard the tide would not have run right along, but would by suction have kept the sail in position. I have seen the same thing done in small craft. When I got on board the *Promise* the captain told me that he thought the seams were started and that he was therefore afraid to go to sea. I brought her up to Shanghai. The flood tide was running about a mile or a mile and a half. I slewed her round with the little port helm she had, backed her and then went ahead. She then lay right up and down the river. After arriving in Shanghai, I, with the master, chief mate, and engineer, signed the protest (produced). I signed the protest before I knew there was anything wrong with the rudder. In the protest I attributed the accident to the tide and wind, and being too much down by the stern, and also perhaps by the rudder being so small. I know the pilot (Mr. Kurth) who brought the *Promise* up on the voyage previous. He knew that I was going to take her down. He told me nothing about the steering capabilities of the *Promise*.

To Mr. Eames:—Some ships will and some will not steer in the eddy. This ship would not readily. I did not think it necessary to anchor. I did not anticipate that the tide would have so much effect on her. She had steered very well previously. If I had anchored I should have swung my ship; and that would have been more dangerous. A ship can be turned in slack water. I thought the rudder of the *Promise* was rather small.

To the Court:—The ship was coming to gradually. I considered that her not coming to was attributable to an eddy. I did not think it necessary to anchor on the bar, because I considered that when we got out in deep water she would have come round.

To Mr. Eames:—I think a puff of wind which came over the point prevented her from coming to. She would have cleared otherwise although she was coming up slowly. If the *Promise* had not lost her headway, it was a mistake to put her helm a-starboard. Until the moment of collision I thought it would have been avoided. I do not speak French; they did not speak to me in English. I thought they might have understood my signs. If I were in charge of a vessel and a stranger came on board to give advice I should follow it if I thought it good. If not I should adhere to my own. The crew worked at the chains about five minutes and then all ran aft by the port side. When at length the chain was let go, I felt her take a sheer in shore; but it was too late and she touched. If the other pilot had known anything against the *Promise* he would have told me. The Captain told me the tiller was a little twisted to port. I might have thought that this twist occasioned the accident, had not she steered well coming down. I did not claim pilotage up, as we had had a collision. On her going down, she drew 12.5. I have taken a vessel down 6 ft. forward and 15 aft. I think the ship being down by the stern had some effect in producing the accident; it may have affected her steering.

To the Court:—I was told by the Captain at 5 P.M. on Friday (11th) that the rudder-head was twisted. I had no knowledge of the fact before. The Captain told me that he had found it out in the afternoon. If I had let go an anchor it would have brought her up, but I thought there was enough wind to set her astern. I now see that if I had let go the anchor it would have been better. I thought it was quite possible to clear the *General Meslin* without doing so. I trusted to reversing the engines and putting the helm a-starboard to clear her. If the *General Meslin* had not been there we should have gone clear. I have thought that the *General Meslin* would have been better higher up; but I had not found her an obstruction, previously.

William Burr, pilot;—I know the steamer *Promise*, I have always found her steer very well. I was on board at the time of the collision. I heard the bell strike to go astern; had time to walk a few paces forward and saw the ship strike. Before the collision I saw no one on the poop of the *General Meslin*. After the collision, I saw a man come out of her cabin and put over the helm.

To the Court:—I called out to the *General Meslin* to put her helm a-starboard and a man then came up, ran to the helm and put it over a number of spokes.

Mr. Eames cross-examined the witness in reference to the effect of the tides in producing *chow-chow* water on the bar; but the responses cannot be reported intelligibly without explanation on the chart. Witness did not think the fact of the *Promise* being by the stern would have had any effect on her steering.

To the Court:—I did not notice anything unusual about the ship until I heard the two bells. I was conversing with a gentleman. I then took six paces to the wheel-house and saw the collision. The time between the order to reverse and the accident was about a moment. I did not hear any other bells. There was no jar, no rebound. Three or four minutes elapsed before I saw the man come out of the cabin on board the *General Meslin* to put the helm a-starboard. The vessels cleared each other within five minutes. I think the engines must have been reversed, as otherwise we should have struck the *Promise* harder. I don't know how long it takes to reverse her engines. I don't think she can have been going full speed. I was standing upright at the time of the collision, and felt no jar more than at the present moment standing in this box. I have myself passed inside of the *General Meslin* with the *Cadiz* and the *Dumbarton*. I think the *General Meslin* was moored too far on the bar side of the river, but I never had any difficulty in avoiding her. Had the engine been reversed in time and the helm kept to port, the *Promise* might have gone under the barque's stern; but then she would certainly have gone on the bund. I don't know when the helm was changed.

G. W. Kenny, a pilot on the Peiho, said:—I have frequently seen the *Promise* go up and down. I piloted her on one voyage and my partner on two. My partner has always said that she was a very good boat and steered very well. I always found the same.

To Mr. Eames:—I never heard that she had been ashore.

Thomas G. Nickersen, chief officer of the *Promise*, said:—I always found she steered admirably. I never found any difficulty in steering, except when we got into extreme shoal water at the head of the Peiho. On the 3rd Nov., when we were nearing the bar, the pilot gave me the order to loose the fore and aft sails ready for setting, but shortly afterwards countermanded it. I was coming back when I heard two bells and concluding something was up, ran back to the forecastle. At the time I got on the forecastle I saw the barque about 60 or 100 feet off. I did not anticipate any collision at the moment, though I thought we should lose our yards. At that moment her head fell off suddenly, at least two points. The shock did not appear a severe one, though from the fact of the facing-piece having been wrenched to starboard, it would appear that it must have been so. I did not see any change in the position of the *General Meslin*. Somebody on board said as plainly as I can, "There is no damage done, we're all clear." I think it was the mate. I also heard him make a subsequent remark in English. After the collision we went quite astern, but I think at the time of the collision she had still a knot of headway. I should think half an hour must have elapsed between the collision and the time of the *General Meslin's* sinking. If the helm had been put hard a-starboard at the time I went on the forecastle, it might have had a little effect. I did not discover the twist in the rudder-head till the afternoon of the 9th. As nearly as I can recollect, I attributed the accident to the effect of wind and tide, in the protest. She always carries a port helm against stream, but with about one spoke to port goes steadily.

To Mr. Eames:—At the time she fell off she was about twelve or fourteen feet distant. I think it would have been a mistake to put the helm a-starboard when so near as fifteen feet. I do not know whether this was done. We have been ashore in the Peiho in mid-stream. Unless when the head was on the bank I don't recollect having backed. The twist must have been considerably increased by the collision, as she had steered so well previously. I did not receive instructions from the Captain to overhaul the rudder. I don't know how fast she went, but she had a great deal of stern-way on her when she struck. I did not notice the vessel steering badly on the way up; it was not my business to look to it then as the pilot was on board.

To Mr. Myburgh:—If the pilot thought that the vessel was on the point of going astern I think he was justified in putting the helm to starboard. A vessel going at full speed would feel the action of the helm immediately.

To the Court:—On one occasion in the Peiho river, she would not answer her helm when hard a-starboard, and was carried by an eddy across the river right on for a junk. On seeing collision inevitable I let go an anchor and struck the vessel aft on the davits, doing little injury. Had I not let go an anchor, I think she would have been cut in two. The water was shoal there. The full strength of the flood tide was on the bow. After the first two bells, had the anchor been let go, the collision might have been avoided. We left for this voyage without examining the wheel-ropes. It was necessary to lift up the portable deck with which it was covered, and this should be done in harbor, before the passengers came on board with their luggage. If a ship were going at full speed I think it would take about a minute and a half to make her go astern after the engines were reversed.

L. Probosd said:—I am chief engineer of the *Promise*. I came out in her from New York. I superintended the putting together of her engines. Before the accident I took two voyages to Tientsin. I was, when among shipping, generally in the wheel-house to strike the bell. I never found any fault with her steering except in the Peiho. I never heard the pilot find fault with it. On the 3rd of November, I was standing looking aft. The first order I received was to reverse the engines and go astern. I looked over the side and saw the water going forward and knew from this that they were reversed. I did not at first see the *General Meslin*. When I first saw her we were about two lengths distant. I heard the orders, Port the helm, and Hard a-port. I don't remember hearing the order to starboard. Her way was greatly stopped at the time of the collision, but she was still going ahead. Immediately after the collision she went right astern.

To Mr. Eames:—The engines could be reversed instantly on the bell ringing. Merely the time taken in putting the lever down was necessary. When I ring the bell slowly, it takes more time. We don't make a practice of reversing so rapidly. It may be attended by some slight danger to the machinery, but it was justifiable in the present instance.

To the Court:—There were about twenty-two pounds of steam on at the time. She would go safely with forty pounds.

W. Quirk said:—I am captain of the steamer *Gerard*. I know the steamer *Promise*. I saw her in the Peiho river on her first voyage. I saw her going round the first turn nearest the town, an angle of about 50°, with much less difficulty than I could. I have been on board the *Promise* to examine the tiller. I was there this morning and once before. Formerly the rudder would go 30° when the tiller was hard a-port, now it goes 45°.

Mr. Myburgh, in summing up the evidence for the defence, said it had been fully proved that the collision was a mere accident, for the happening of which no liability could be cast upon the defendants. They had shewn that there was neither negligence nor unskilfulness on the part of the pilot or the officers and men of the *Promise*, and, further, that when the collision became inevitable, every precaution was still taken and great efforts made to avoid it. It had been proved that the helm of the *Promise* had been put down in good time for the purpose of rounding Pheasant Point, but that in consequence of the eddies on and in the neighbourhood of the inner bar, she did not readily answer her helm. The pilot, however, thought that when she got into an even tide she would come to, and this she would undoubtedly have done but for the full sweep of the tide and the effect of the wind on her starboard bow. The evidence shewed that she did come to gradually, and would have cleared the *General Meslin* but for a puff of wind from the N.N. West, which caused her to stagger and fall of suddenly; and when this took place the engines were at once reversed. Had the *General Meslin* been a few feet further off, the collision must have been avoided, as the *Promise* had stern-way on her a second or two after the collision. He (Mr. M.) submitted therefore that the facts shewed that the pilot had acted carefully and skilfully, and that it was absurd to attempt to charge him with negligence. From the line of cross-examination and from questions put by the Court, an opinion seemed to exist that it would have been more prudent to have anchored instead of attempting to back astern. If, however, the pilot was justified in thinking that a steamer with the tide against her would back astern in twice her own length, he acted with prudence and skill. The question in such a case as the one then before the Court, was not what a cool spectator would have done, but what a person in charge of a ship placed in similar circumstances of difficulty and danger calling for prompt action, would have done (Burns *versus* Sterling, 2 Mure Scotch Reports). The same observation would apply to another act of the pilot, viz., in starboarding his helm when he thought the *Promise* was going astern. The plaintiff had merely proved the taking place of a collision, but had failed to give any proof of clear, well-defined negligence on the part of the defendants. In the cases of Cotton *versus* Wood, 29 Law Journal Reports, and Hammond *versus* White, 31 Law Journal Reports, which in principle were analogous to the case before the Court, the plaintiffs were non-suited for not shewing affirmative evidence of negligence on the part of defendants. His friend (Mr. Eames) no doubt would say that this had been done by showing that the *Promise* when in dock after the collision was found to have her rudder-head twisted. There was no proof that the defect existed previous to the collision. The collision either caused this twist or increased it considerably. The defendants at all events had no knowledge of this twist, and must be presumed to have been ignorant of it, as there was nothing in the previous performances of the *Promise* to put them upon their enquiry. Neither the officers nor the pilots who had been in charge of her on previous occasions had ever observed that she was steering badly. They, on the contrary, affirm that she was a smart, handy vessel. As it had not been shewn that anything had previously occurred to put the defendants upon enquiry, they could not be held liable. The judgments delivered by the learned judges in the case of Hammond *versus* White, would be of great service to the Court in deciding this point. He (Mr. M.) further submitted that the negligence of the plaintiff's officers so far contributed to the accident as to preclude him from recovering in a Court which had Common Law jurisdiction only. The learned counsel then proceeded to shew that the witnesses for the defendants had proved contributory negligence on the part of the crew of the *General Meslin*, and that the evidence of the chief officer and the boatswain of the barque, taken together, must lead the Court to the same conclusion. If the Court were satisfied that by the exercise of ordinary skill and care on the part of the person in charge of the *General Meslin* the collision could have been avoided, the defendants were entitled to judgment.

Mr. Eames, in summing up the case for the plaintiffs, remarked that the steamer was the work of human hands, and somebody must be responsible for its unseaworthiness. He consider-

(See Supplement.)

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THE Corporation receive money on Deposit, re-payable on demand, upon which no interest is allowed.

They also receive money on Fixed Deposit, re-payable at Twelve Months Notice, upon which interest at Five per cent per annum is allowed.

They discount Bills and Notes payable in Shanghai, having at least two approved names unconnected in general partnership, and they make advances upon Bullion and Goods not of a perishable nature, in the custody of the Bank.

Exchange.

The Corporation issue Drafts on the Bank of England payable on demand, and on the Union Bank of London payable at Six months sight; and they grant Circular Notes for the use of travellers, negociable in all towns of importance throughout the world.

They also issue Drafts on the Agencies and Branches of the Corporation at Hongkong, Yokohama, Bombay, Calcutta, Ceylon, Madras, Mauritius, Melbourne, Singapore, and Sydney, at the exchange of the day.

Bills payable in Europe or in any of the above places are purchased or remitted for collection.

Information as to the rules of business may be had at the Office, or on application by letter to the Agent

D. McLEAN,
Acting Agent.
tf 490 Shanghai, August, 1864.

ASIATIC BANKING CORPORATION.

INCORPORATED BY ROYAL CHARTER.
Authorised Capital £2,000,000.
Subscribed Capital £500,000 of which £300,000 is paid, and remainder in course of being called up.
Head Office—No. 4 Lombard Street.

BOARD OF DIRECTORS.
Francis Boykett, Esq., Chairman (Messrs. Timothy Wigging and Co.)
J. A. Russell, Esq., Deputy-Chairman (Messrs. Grey and Coles, and Grey and Co., Bombay.)
Thomas Cardwell, Esq., (Messrs. Thomas Cardwell and Co. and Cardwell, Parsons and Co., Bombay.)
Charles A. Fearon, Esq., (Messrs. Fearon and Co., late of Messrs Augustine Heard and Co., China.)
William Maitland, Esq., (Messrs M'Killop, Stewart and Co., Calcutta.)

COMMITTEE IN BOMBAY.
The Hon. Michael H. Scott (Messrs. Ritchie, Steuart, and Co.)
Robert Hannay, Esq., (Messrs. Grey and Co.)
Cowasjee Jehanghier, Esq.
GENERAL MANAGER.—Harry John, Esq., late Agent at Bombay for Chartered Mercantile Bank of India, London and China.

BANKERS.
The Bank of England.
The London Joint Stock Bank.
BROKERS—Messrs. Foster and Braithwaite.
SOLICITORS—Messrs Freshfields and Newman.
AUDITORS.
Messrs Coleman, Turquand, Youngs and Co.

Agencies and Branches are being organised at Bombay, Calcutta, Singapore, Ceylon, Hongkong, and Shanghai.

The Corporation will shortly be prepared to grant Drafts, and negociate Bills of Exchange payable at the above places, issue Letters of Credit, and conduct every description of Banking business connected with the East.

6fe 485 6th August, 1864.

MISCELLANEOUS.

E. & H. T. ANTHONY & CO.,

501, BROADWAY, NEW YORK.

MANUFACTURERS of fine Photographic Chemicals, Paper, and all Photographic requisites, also of Photographic Albums and Stereoscopes.

18ju-65 454 June 18th, 1864.

WATSON, CLEAVE & Co.

Chemists & Druggists,
NANKIN ROAD, NEAR THE BUND,
SHANGHAI.
大 藥 房

tf 512 Shanghai, 1st October, 1864.

MISCELLANEOUS.

SAUCE.—LEA AND PERRINS' WORCESTERSHIRE SAUCE.

PRONOUNCED
BY
CONNOISSEURS
TO BE THE
ONLY GOOD SAUCE AND APPLICABLE
TO
Every Variety of
DISH.

Extract of a Letter from a medical gentleman at Madras to his brother at Worcester, May, 1851.

"Tell Lea and Perrins that their Sauce is highly esteemed in India, and is, in my opinion, the most palatable as well as the most wholesome sauce that is made

CAUTION.

LEA AND PERRINS

Beg to caution the public against spurious imitations of their celebrated

WORCESTERSHIRE SAUCE.

L. & P. have discovered that several of the Foreign Markets have been supplied with SPURIOUS IMITATIONS, the labels closely resembling those of the genuine Sauce, and in one or more instances the name of L. and P. *forged.*

L. and P. will proceed against any one who may manufacture or vend such imitations, and have instructed their correspondents in the various parts of the world, to advise them of any infringement of their rights.

ASK FOR LEA AND PERRINS' SAUCE.

⁂ Sold Wholesale and for Export, by the Proprietors, Worcester; Messrs. CROSSE & BLACKWELL; Messrs. Barclay and Sons, London; &c., &c.; and by Grocers and Oilmen universally.

31de-65 318 Dec. 24 1863.

PICKLES, SAUCES, JAMS, &c.,

Free from Adulteration,
Manufactured by

Crosse and Blackwell,

Purveyors to the Queen,
21, SOHO SQUARE, LONDON.

Dr. HASSALL, the great Analytical Chemist, states in the *Lancet*, of February 4th, 1854 and in his Work on Food and its Adulterations, with reference to the Food Products chemically and microscopically examined by him.

"The *Samples* of Messrs. CROSSE & BLACKWELL were entirely free from Copper."

Crosse and Blackwell's

manufactures, which from their great superiority have become so universally celebrated, are obtainable from every respectable Provision Dealer in all parts of the world. Purchasers should insist upon having C. & B.'s genuine articles when they ask for them, as it is not unusual for unscrupulous dealers to substitute inferior preparations.

C. & B. invite special attention to the following, the quality of which is of the highest standard attainable.

PICKLES prepared in pure malt vinegar.

BOTTLED FRUITS for Tarts, Puddings, &c.

JAMS AND JELLIES, Marmalade, Fruits in Syrup, Crystalized Fruits. Prepared Calf's-feet and other table Jellies; Vanilla and other Creams.

PURE MUSHROOM CATSUP. Essence of Anchovies, Harvey's, Reading, Soho, Royal Table, and other choice Sauces. Essence of Coffee. Flavouring Essences. White Wine Vinegar. Durham Mustard.

SALAD OIL, the finest imported.

POTTED MEATS, Anchovy Paste, Bloater Paste. Patent Preserved Hams, Cheese, Bacon, &c. Oxford and Bologna Sausages. Yorkshire Game Patés, Yorkshire Pork Patés. Mackarel in Sauce, Kippered Herrings, Pickled Salmon in Bottles, Fried Eels, Herrings à la Sardines. Blackwall Whitebait, Fresh Oysters, Asparagus, and a great variety of other table requisites and delicacies, particulars of which will be found in their detailed Lists.

C. & B. are Special Agents for LEA & PERRINS' WORCESTERSHIRE SAUCE, PHILIPPE & CANAUD'S SARDINES, SOYER'S SAUCES, RELISH AND AROMATIC MUSTARD, CARSTAIRS' SIR ROBERT PEEL'S SAUCE, GRIMWADE'S DESSICCATED MILK, and for MASSON'S FRENCH CHOCOLATE.

To guard against frauds, consumers of C. & B.'s Preparations should purchase only from those dealers on whom they can fully rely; and should be particular to have all bottles and jars destroyed when empty, and the labels defaced. Every article sent from the Manufactory, bears on its label the address,

CROSSE & BLACKWELL,
Purveyors to the Queen,
21, SOHO SQUARE, LONDON.

31ja-65 352

Established 1814.

SLATE BILLIARD TABLES,

SOLID OR OTHERWISE, TO SUIT ALL CLIMATES'
BY APPOINTMENT.

MESSRS. THURSTON & CO.,
BILLIARD TABLE MANUFACTURERS,
TO HER MAJESTY THE QUEEN, AND H.R.H. THE PRINCE OF WALES,
14, *Catherine Street, Strand, London,*
AND AT SALISBURY WHARF, ADELPHI, W.C.

Cloths of the finest texture. Balls of superior and well-seasoned Ivory turned on the truest Mechanical principles.

Inventors and Manufacturers of
THE CENTRAL REVOLVING LAMP,
Being the best Light ever constructed for Billiard Tables.

THE GAME OF BILLIARDS,
By Edwin Kentfield, of Brighton, London; Published by the Proprietors,
THURSTON & Co.
1au-65 493 Shanghai, 13th Aug., 1864.

MISCELLANEOUS.

OSTEOEIDON.

PATENT, MARCH 1st, 1862.

MESSRS. GABRIEL'S Invention for supplying Artificial Mineral Teeth, with soft flexible gums, entirely dispensing with the use of springs, wires, or metallic fastenings, and especially adapted for warm climates.

MESSRS. GABRIEL,

THE OLD ESTABLISHED

DENTISTS,

Diploma 1815.

27, HARTLEY STREET, CAVENDISH SQUARE,
and
34, LUDGATE HILL (over BENSON'S) LONDON:
LIVERPOOL: 134, DUKE STREET.
BIRMINGHAM: 65, NEW STREET.

Parties at the extremity of the globe, by forwarding particulars as to the condition of their mouths, with an enclosure of One Guinea, will receive by return that which will enable them to take an impression of the mouth, so as to enable Messrs. G. to forward either a partial or complete set of Teeth.

GABRIEL'S CELEBRATED ODONTALGIQUE, for restoring and preserving the Teeth; 10s. 6d. and 21s. per bottle. Patent White Enamel for stopping Front Teeth, warranted never to change colour, 5s. and 10s. 6d. per packet; and the Gutta Percha 1s. 6d. per box.

GABRIEL'S Practical Treatise on the Teeth, which explains the numerous advantages obtainable by their patented method, may be had of their Agents, or will be furnished direct on receipt of Twelve Stamps.

26ma-65 389 March 26th, 1864

AMMUNITION.

Eley's Ammunition

OF EVERY DESCRIPTION

For Sporting or Military Purposes.

DOUBLE Waterproof Central Fire Caps, Felt Waddings to prevent the leading of Guns, Wire Cartridges for killing Game, &c., at long distances, Breech Loading Cartridge Cases of superior quality for Shot Guns and Rifles, Pin Cartridges for "Lefaucheux" Revolvers of 7, 9, and 12 milimetres.

Jacob's Rifle Shell Tubes, Cartridges and Caps for Colt's.

Deane's, Tranter's, Adams', and other Revolvers.

BALL CARTRIDGES

For Enfield, Whitworth, and Henry's Rifles, also for Westley Richard's, Terry's, Wilson's, Prince's, Deane's, and other Breech Loaders.

Bullets of uniform weight made by compression from soft Refined Lead.

ELEY BROS., Gray's-Inn-Road, London, W. C.
[WHOLESALE ONLY.]
1au-65 494 o-a-f 13th Aug., 1864.

N. BIRKENSTAEDT & CO.,

ARCHITECTS AND CIVIL ENGINEERS.
SIN-TUK-KEE, FOUCHOW ROAD.
tf 475 Shanghai, 23rd July, 1864

JOHN GAVIN,

CIVIL ENGINEER AND ARCHITECT.
HANKOW.
tf 405 9th March, 1863.

A. MARKS and Co.,

Auctioneers and Commission Agents.
YOKOHAMA,
JAPAN.
tf 264 Yokohama, 5th October, 1863.

MCKENZIE & CO.,

Ship Chandlers, Store-keepers, and Provisioners,—Soda Water, and Lemonade Manufacturers.
YANG-KING PANG,
SHANGHAI.

WHITFIELD & KINGSMILL,

CIVIL ENGINEERS AND ARCHITECTS.
Yew-hun.

Orders received for Machinery and Iron work of all descriptions to be executed in England under the superintendence of an Experienced Civil Engineer and Machinist.

tf 34 Shanghai, 23rd January, 1863.

HALL & HOLTZ,

SHIP CHANDLERS, STOREKEEPERS AND BAKERS,
BREAD AND BISCUITS.
SHANGHAE.

W. M. MORGAN & CO.,

Brokers, Commission Agents, and Auctioneers,
D'AGUILAR STREET,
tf HONGKONG.

Wm. DATO and Co.,

GENERAL STORE-KEEPERS, WINE AND SPIRIT MERCHANTS,
SHANGHAI.
Yang-king-pang, Corner of Rua Montauban.
tf Shanghai, 4th April, 1862.

Edited by R. ALEXANDER JAMIESON.
Printed & Published every Saturday, at the North-China Herald Office, Shanghai.]

SUPPLEMENT

TO THE

"NORTH-CHINA HERALD," DECEMBER 31, 1864.

SHANGHAI TEA, SILK, COTTON AND OPIUM RETURNS FOR SEASON 1864–1865.

From Imperial Maritime Customs.

TEA.

GREAT BRITAIN.

Ship.	*Cleared*	*Destination*	*Congou.*	*Souchong.*	*Oolung.*	*Flowery Pekoe.*	*Brick.*	*Total Black.*	*Japan Unclassed.*	*Sorts.*	*Young Hyson.*	*Hyson.*	*Hyson Skin.*	*Twankay.*	*Imperial.*	*Gun Powder.*	*Total Green.*
otal as per last	Report.........	....	239707.44	40.32	8.64	133.96	168.00	240058 36	775.13	106.73	17012.24	2729.32	303.30	1772.25	5657.83	15687.86	44044.66
oringa	Dec. 10	Liverpool	1278.81	..	...	...	...	1278.81	...	...	228.14	39.14	...	...	44.19	78.63	390.10
			...	...	...	...	...	...	..	...	...	...	...	...	...	...	...
			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Piculs........	240986.25	40 32	8.64	133.96	168.00	241337.17	775.13	106.73	17240.38	2768.46	303.30	1772.25	5702.02	15766.49	444 34 7 6

HONGKONG AND COAST PORTS.

Ship	*Cleared*	*Destination*	*Congou*	*Souchong*	*Oolung.*	*Flowery Pekoe.*	*Brick.*	*Total Black.*	*Japan Unclassed.*	*Sorts.*	*Young Hyson.*	*Hyson.*	*Hyson Skin.*	*Twankay.*	*Imperial.*	*Gun Powder.*	*Total Green.*
Total as per last	Report.........	....	3552.79	0.90	...	119.00	2924.36	6597.05	182.74	171.52	84.51	1412.41	...	...	0.22	14.18	1865.58
Dumbarton....	Dec. 2	Hongkong	2.41	...	...	...	...	2.41	...	...	...	...	...	...	...	...	...
Oriflamme......	„ 9	do.	...	...	...	...	...	...	...	...	...	28.08	...	...	...	...	28.08
			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
			...	...	...	...	...	...	...	...	...	...	..	...	...	...	...
		Piculs.........	3555.20	0.90	...	119 00	2924.36	. 599.46	182.74	171.52	84.51	1440.49	...	...	0.22	14.18	1893.16

UNITED STATES.

Ship.	*Cleared.*	*Destination.*	*Congou.*	*Souchong.*	*Oolung.*	*Flowery Pekoe.*	*Brick.*	*Total Black.*	*Japan Unclassed.*	*Sorts.*	*Young Hyson.*	*Hyson.*	*Hyson Skin.*	*Twankay.*	*Imperial*	*Gun Powder.*	*Total Green*
Total as per last	Report.........	...	...	...	...	...	...	...	...	...	858.01	208.47	110.60	130.53	389.15	99.94	1791.70
Clara Babuyan,	Nov. 22	New York.	1.74	...	...	...	...	1.74	40.00	448.92	1630.12	59.08	...	418.92	698.70	34.50	3330.24
			1 74	...	...	...	..	1.74	40 00	448 92	2483.13	267.55	110.60	549.45	1087.85	134.44	5121.49

SILK.

GREAT BRITAIN.

Ship	*Cleared*	*Destination*	*Raw*		*Thrown*		*Total.*		JAPAN *Re-exports*		JAPAN *Transhipment*		*Coarse.*		*Refuse.*		*Cocoons.*	
			Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bls.	Pls.	Bales	Piculs	Bales	Piculs
Total as	per last	Report......	7695	6130 67	10	9 92	7705	6140.59	209	154 71¼	1466	1187 62	21	23.09	578	1097.27	......	
Aden......	Dec. 20	Southampton	409	335.61	......		409	335.61	138	107.83	596	476.80	....		..	..	......	
			..	..	....		..	..	..	..	..	..	....		..	..	......	
			..	..	......		..	..	..	..	..	..	....		..	..	......	
			..	..	......		..	..	..	..	..	..	....		..	..	......	
			..	..	......		..	..	..	..	..	..	....		..	..	......	
			8104	6466.28	10	9 92	8114	6476.20	347	262 54¼	2062	1664 42	21	23.09	578	1097.27	......	

HONGKONG.

Ship	*Cleared*	*Destination*	*Raw*		*Thrown*		*Total.*		JAPAN. *Re-exports*		JAPAN. *Transhipments*		*Coarse*		*Refuse*		*Cocoons*	
			Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bls	Pls	Bales	Piculs	Bales	Piculs
Total as per	last Re	port	10438	8302.74	7	7.20	10445	8309.94	164	119.76¼	1134		7	7.53	....		87	130.00
Oriflamme	Dec. 9	Hongkong	1	.27	....		1	27	....		....			..	....			....
			.....		....		....		....		....			..	....			....
			10439	8303 01	7	7 20	10446	8310.21	164	119.76¼	1134		7	7.53	....		87	130.00

COAST PORTS.

Ship.	*Cleared.*	*Destination*	*Raw.*		*Thrown*		*Total.*		JAPAN *Re-exports*		JAPAN *Transhipments*		*Coarse*		*Refuse*		*Cocoons*	
			Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bls.	Pls	Bales	Piculs	Bales	Piculs
Total as	per last	Report....	36	29.05	....		36	29.05	....		....		..	3.50	2	1.22	1	1.05
Chanticleer,	Nov. 29	Foochow ..	..	..	....		..	..	....		....		3	2 45	....			....
			..	..	....				....				..	..	....			....
			36	29.05	....		36	29 05	....		....		7	5.95	2	1 22	1	1.0

UNITED STATES.

Ship	*Cleared*	*Destination*	*Raw.*		*Thrown*		*Total*		JAPAN *Re-exports*		JAPAN *Transhipments*		*Coarse*		*Refuse*		*Cocoons*	
			Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bls.	Pls	Bales	Piculs	Bales	Piculs
Total as per	last Rep	ort..	98	78 35	....		98	78.35	74	55.90	9			..	....			....
C. Babuyan	Nov. 22	New York	..	.....	....		..	.....	....		....			..	43	32.76		....
			98	78.35	....		98	78 35	74	55 99	9			..	43	32 76		....

THE CONTINENT.

Ship.	*Cleared*	*Destination*	*Raw*		*Thrown*		*Total*		JAPAN. *Re-exports*		JAPAN. *Transhipment*		*Coarse*		*Refuse*		*Cocoons.*	
			Bales.	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bls	Pls	Bales	Piculs	Bls.	Pls
Total as	per last	Report....	1312	1,052 39	......		1,312	1,052 39	73	56.68	23	16 58	....		....			8.88
Aden......	Dec. 20	Marseilles	106	84.43	......		106	84.43	....		183	146.40	....		....			....
			....		......		....		....			.....	....		....			....
			1418	1136.82	......		1418	1136.82	73	56 68	206	162.98	....		....			8 88

MANILA.

Ship.	*Cleared*	*Destination*	*Raw.*	
Total as per	last Re	port	29	24 20
Denia.......	Dec. 2	Manila	30	24.00
			59	48.20

COTTON.

Ship.	Cleared	Great Britain.			Hongkong.			Coast Ports.			India.			America.			Total.
		Export	*Re-export*	*Transhipped*	*Export*	*Re-export*	*Transhipped*	*Export*	*Re-export*	*Transhipped*	*Export*	*Re-export*	*Tran-shipped*	*Export*	*Re-export*	*Tran-shipped*	*Piculs.*
Total as per last Report	....	97,414	40,253	84	20,835	5,866	1,369	38,003	1,985	102	..	..	..	..	..	..	205,911
Esmeralda	Dec. 17	..	..	..	..	..	..	30	..	..	..	..	..	..	..	..	30
Sir Harry Parkes.......	,, 20	...	..	..	..	..	..	195	..	..	..	..	..	..	..	..	195
Niagara.............	,, 20	..	..	..	..	..	..	195	..	..	..	..	..	..	..	..	195
Tamerlane	,, 23	..	..	..	..	..	..	688	..	..	..	..	..	..	..	..	688
		97,414	40,253	84	20,835	5,868	1,369	39,111	1,985	102	..	..	..	..	..	..	207,019

OPIUM.

From July 1st to December 17th, 1864.

IMPORTED.	*Malwa.*		*Patna and Benares.*		*Persian.*	
	Chests.	Weight.	Chests	Weight.	Chests	Weight.
Total as per last Report..	10310½	10310.50	3805	3566.00	36½	36.50
Imported and stored on board Receiving Vessels.	620½	620.50	184	220 80	13	13 00
Imported for re-exportation without being stored on board Receiving Vessels or landed ..	30	30.00	..	..	..	..
Imported direct to the shore..	149	149 00	...	...	..	..
Total..	11110	11110.00	3989	3786 80	49½	49.50

Landed from Receiving Vessels and intended chiefly for local consumption.	*Malwa.*		*Patna and Benares.*	
	Chests.	Weight.	Chests.	Weight.
Total as per last Report, ...	3583	3579.25	3741	4588.66
From Dec. 10th to Dec. 17th...	177½	177.50	231	277.20
Total ..	3760½	3756.75	3972	4865.86

RE-EXPORTED.

Description.	*Chinkiang.*		*Kiukiang.*		*Hankow.*		*Chefoo.*		*Tientsin.*		*Newchwang.*		*Ningpo.*		*Foochow.*		*Hongkong.*		*Takao.*		*Total.*	
	Chests.	Weight	Chests.	Weight.	Chests.	Weight.	Chests.	Weight	Chests.	Weight	Chests.	Weight	Chests	Weight.	Chests.	Weight.	Chests.	Weight.	Chests.	Weight	Chests.	Weight.
Total as per last Report	1013½	1013.70	1229½	1229.90	970½	979.70	424	425.60	1798½	1809.70	292	292.20	1213	1231.15	5	5.00	2	1.60	11	13.20	6959	7001.75
Malwa..............	143	143.00	95	95.00	142	142.00	70	70.00	..	..	..	..	158	158.00	..	..	..	..	..	..	608	608.00
Patna & Benares......	2	2.40	..	..	5	6.00	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7	8.40
	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total....	1158½	1159.10	1324½	1324.90	1117½	1127.70	494	495.60	1798½	1809.70	292	292.20	1371	1389.15	5	5.00	2	1.60	11	13.20	7574	7618.15

ed that the circumstances of the case were such as to put intelligent men on enquiry. It was impossible that nautical men could have been on board without noticing the defect in her steering apparatus. Captain Bain had admitted having being ashore in the Peiho River, and backing off a mud-flat must have been more calculated to injure the rudder than the rebound from the *General Meslin*. Enormous speed astern could alone have injured her, and it has been proved that she had not that speed after the collision. It was quite immaterial whether the speed was put on instantaneously or in the course of five or ten minutes, so long as the screw worked properly. The defendants put themselves in this position, and therefore could not be said to have exercised reasonable care or skill. The learned counsel for the defendants objected that no negligence had been proved. He (Mr E.) thought it had been proved fully. It seemed scarcely credible that men of intelligence could fail to perceive that the vessel had a tendency to one side. Capt. Roberts had measured the twist in the rudder with accuracy, and spoke positively from recollection, and his measurement was probably more correct than that of Capt. Quirk. The rudder-head was too small, and was never what it should have been. The steamer was sent to sea too deeply laden, and although it is a pilot's duty to see whether a vessel is by the head or the stern, the pilot of the *Promise* did not pay any attention to it. The vessel being in that state was not in a navigable condition. It was past comprehension how the pilot could have imagined that while the vessel was still going ahead, putting the helm a-starboard would have the effect of making her go to starboard. It had been proved that at that time she was going ahead. He admitted also that he might have anchored, but he seemed to prefer sinking the *General Meslin* to taking a little time in turning round. This evinced gross negligence and misconduct. If he put the helm a-port when crossing the bar, he must have done so when a quarter of a mile off, and before reaching the barque had ample time to perceive that she did not answer her helm properly. He (Mr E.) considered that more negligence was displayed than was usual in cases of collision. The endeavor to prove want of care or skill on the part of plaintiffs must fail. The pilot found the helm of the *General Meslin* to starboard, although he put on a few spokes more, and this shews that precaution had been taken. The idea of stopping a hole of the kind caused by the collision with a sail thrown over the side, in a strong tide-way, seemed simply absurd. It was likely that the sail would have gone bodily into the hole. He (Mr E.) held that there had not been ordinary care exercised, but incomprehensible negligence.

28th December.

The Court delivered the following judgment:—

In this action, Mr. Emile Parnet, master of the French ship *General Meslin*, seeks to recover the value of his private effects which were lost in consequence of the British steamer *Promise* having come into collision with and sunk his vessel when at anchor at Woosung on the 3rd November. The defence to liability by the Shanghai and Tientsin Navigation Company, who are the owners of the *Promise*, is that the collision was occasioned by wind and tide so adverse as to constitute a *vis major*, and, also, that the plaintiffs and crew of the *General Meslin* contributed to the collision by their own negligence in omitting to excercise that ordinary degree of care and skill which would have enabled them to avoid the accident. To the charge of the steering apparatus of their vessel being inefficient, which came out in the course of the proceedings, the defendants reply that the alleged defect did not exist prior to the steamer's leaving port that same morning, or that if it did exist, it was unknown to the defendants, nothing having occurred to put them upon enquiry. They also plead that the *General Meslin* was anchored in an improper position. The Court find that the plea of the accident having been occasioned by the force of uncontrolable elements is wholly unsustained by the evidence. Nor is it for the Court to condemn the position in which the *General Meslin* was anchored, as it appears that she had lain there for nearly a month without receiving any intimation from the Harbor Authorities that she was in the way of the navigation of the river, and two of the pilots called for the defence prove that they had not considered her an obstruction while lying there, and had taken vessels past her without difficulty. The main points therefore for consideration are, firstly, the condition of the *Promise's* steering gear when she started on her voyage, and secondly, whether it was unskilfulness or negligence of her people or of those of the *General Meslin* that occasioned the collision. The Court is satisfied that the rudder-head of the *Promise* was twisted very considerably out of line at the time she started, the effect of which would be to render her unable to steer well whenever it became necessary to make use of the port helm. This circumstance was, in all probability, unknown on board the *Promise*, but it appears that it might have been known, if, on going to sea in this instance, the precautions which the master and mate state they were in the habit of using, had been observed. It appears that it was their practice to examine the wheel-ropes and tiller, which were ordinarily hid from view under a cabin deck, whenever they came into harbor or before putting to sea, and it is shewn by their own testimony that they omitted to do so on this occasion in consequence of being greatly pressed for time to get the vessel away. Had they not omitted this wise and proper precaution they would have discovered the twist in the rudder-head which materially crippled the steamer's port helm. This defect was not noticed immediately that the vessel started, because on her way down the river and until her arrival at the bar, she she had little opportunity of testing her port helm, but in crossing the bar and rounding the sharp corner of Pheasant Point, the want of a quick port helm was at once felt. The Pilot Christiansen states that he put the helm aport while still on the bar, and therefore distant from the *General Meslin* more than half a mile, but that the steamer, which was then heading towards the *General Meslin*, answered her helm badly and came up very slowly. He went on however, still hoping that she would go clear until she came within seventy-five or one hundred yards of that vessel, when seeing that a collision was imminent, he reversed the engines, and as soon as he thought that the steamer had gained stern-way he put the helm a-starboard, in the hope that she would then pay off to starboard. The want of stern-way, caused this movement to have the opposite effect, and in the opinion of the Court and even of several of the defendants' witnesses, precipitated the collision. The pilot also admits that even when the collision appeared imminent he might still have avoided it by anchoring, which he could easily have done, as everything was ready, cables ranged, men at their stations, and the chief mate standing by the stoppers and expecting the order to let go. The pilot preferred, however, to trust to the stern movement and starboard helm, and attributes its failure to the steamer's want of power. He also admits that she was not in proper trim in consequence of being very high out of the water forward—another consequence, probably, of hasty despatch—and that this circumstance affected her steerage in some degree. As to the remaining question, whether the people of the *General Meslin* did all that lay in their power to avoid the collision, it appears to the Court that it was not to be expected that the collision could have been foreseen by them sooner than by the steamer; and as it was apprehended on board the latter only about a minute and a half before it occurred, this was the extent of time that the people of the *General Meslin* had to guard against it. All hands were at the time in the rigging, and to starboard the helm appeared the only thing that could be accomplished in so short an interval. The chief officer and boatswain of the *General Meslin* declare that this was done by the chief officer himself, and though the movement was not observed on board the *Promise*, the defendants' witnesses are not prepared to affirm that the chief mate could not have gone to the wheel without their seeing him. The Court therefore hold that this unfortunate collision is not attributable to inevitable accident but to the bad steerage of the *Promise*, which might have been known to the servants of the owners before she started on her voyage, and which was actually observed by them as soon as an efficient test was applied. That when the defect was observed they could still have averted the disaster by stopping or anchoring the vessel, and that the people of the *General Meslin* omitted no effort that they could make to prevent the collision.

The Court accordingly enters judgment for the plaintiffs, but names no amount of damage, as this part of the case has been reserved throughout.

MASONIC.

ON Wednesday last at 5.30 P.M., the "Cosmopolitan" Lodge, working under the Scotch Constitution, was consecrated in ancient form at the Masonic Hall, Shanghai. The following brethren were present—

R. W Br Samuel Rawson, P. P. G. M, China, W. Br. Robert F. Gould, P. M., P. P. G. S. W. Andalusia, W. Br. Charles E. Parker, P. M., W. Br. Alfred R. Tilby, P. M., W. Br. Ludovic G. Dunlop, P. M., W. Br. John Nutt, W. Br. Henry A. Sidford, and Br. Charles M. Donaldson, R. W. Master-elect; Bros. R. J. Fearon, S. W. Northern Lodge of China, R. Alexander Jamieson, J. W. Northern Lodge of China, R. S. Gundry, J. W. Tuscan Lodge, V. Seaman, S. D. Sussex Lodge, S. Oppert, S.D. Tuscan Lodge, E. J. Deslandes, J. D. Tuscan Lodge, J. Jacques, Secretary Tuscan Lodge, J. McL. Brown, W. Tarrant, J. Thorne, Wood, Benjamin, Jeffrey, Keir, Hobson, and about twenty-five others.

The Lodge was consecrated in due form by Revd. Br. J. M. W. Farnham, after which the W. M. elect was installed by W. Br. Gould, P.M. The W. M. then appointed the following brethren to act as officers for the ensuing year:—

Br. J. G. M. Coghill, ...	D. M.
,, John Wilson,......................	S. W.
,, W. H. Devine,.....................	J. W.
,, James Hooper,.....................	Treas.
,, T. S. Borradaile,.................	S. D.
,, Robert Darling,...................	J. D.
,, Wm. Tarrant,......................	Sec. ad int.
,, J. M. W. Farnham,.................	Chap.
,, F. Farr,..........................	M. C.
,, L. Segar,.........................	I. G.
,, Wm. Phillips,.....................	Tyler.

The business of the evening having been thus satisfactorily closed, the brethren separated. We will take an early opportunity of publishing a full list of the officers appointed for the ensuing year in the different lodges now working in Shanghai.

MISCELLANEOUS.

MORE CURES OF CONSUMPTION, COUGHS, ASTHMA, AND DISEASES OF THE CHEST AND LUNGS,

BY

DR. LOCOCK'S PULMONIC WAFERS.

EXTRACT of a letter from Mr. C. Ward, stationer, &c., Market-place, Heckmondwike, Yorkshire, May 27th, 1863. — "The cures of consumption, asthma, and other diseases of the chest and lungs, are regularly occurring. One person in Liversedge, a village adjoining this town, named James Richardson, who has been an asthmatical man for nearly twenty years, declares that they are worth £1 a box (using his own words). He feels quite a new man through this truly valuable medicine." Dr. Locock's Pulmonic Wafers give instant relief of asthma, consumption, coughs, colds, and all disorders of the breast and lungs. To singers and public speakers they are invaluable; they have a pleasant taste. Price 1s. 1½d. 2s. 9d., and 11s. per box. Sold by all druggists.

o (3) 522 October 29th, 1864.

CAUTION.

ELLWOOD'S PATENT AIR-CHAMBER HATS.

The Patentees having established the validity of their Patent, in an action tried on the 20th and 21st days of June instant, in the Court of Common Pleas at Westminster, before Lord Chief Justice Erle and a Special Jury, in which Ellwood and another of No. 24, Great Charlotte Street, Blackfriars Road, in the Borough of Southwark, Wholesale Hat Manufacturers, were Plaintiffs; and Christy and others of No. 35, Gracechurch Street, in the City of London, also Wholesale Hat Manufacturers, were Defendants; and the Jury having by their Verdict found, that the above named Defendants had infringed the Plaintiffs' Patent, and that the Invention was new in England and in India, at the date of the Letters Patent. We, the above named Plaintiffs, do hereby give notice to all Manufacturers, Dealers in, and Sellers of Hats, Caps, or Helmets, that we shall proceed by Suit in Chancery, against all persons so manufacturing, dealing in, or selling Hats, Caps, or Helmets, constructed on the principle of "ELLWOOD'S PATENT AIR-CHAMBER HAT;" unless the previous consent of the Patentees be obtained, at the same time reserving to ourselves the right of taking proceedings against prior Infringers.

Dated this 24th day of June, 1864.

JOHN ELLWOOD & SONS,
24, GREAT CHARLOTTE STREET, BLACKFRIARS ROAD, SOUTHWARK,
Patentees for Air-Chamber Hats.

CAUTION.—No Air-Chamber Hats or Helmets are genuine unless they bear the above stamp, with either Ellwood and Son's, or the seller's name in the shield.

10sep-65 502

From "The Times and Daily Papers," June 21st and 22nd, 1864.

INFRINGEMENT OF PATENTS.
COURT OF COMMON PLEAS,
WESTMINSTER, JUNE 20TH AND 21ST.
(Sittings at Nisi Prius, at Westminster, before the Lord Chief Justice ERLE and a Special Jury.)
ELLWOOD AND ANOTHER v. CHRISTY AND OTHERS.

Mr. Hindmarsh, Mr. Webster, and Mr. T. Ashton were counsel for the plaintiffs; and Mr. Bovill, Sir G. Honyman, and Mr. Murray for the defendants.

This was an action for the infringement of a patent for a double ventilating solar hat made for India, of which the plaintiff was the assignee.

The plaintiffs are hat manufacturers in Great Charlotte-street, Blackfriars-road, and the defendants are in the same way of business in Gracechurch-street. The invention was thus described in the specification of the patent:—"Each hat is composed of two parts, leaving a space or chamber between them, so that in hot climates the heat of the sun acting on the exterior of a hat shall not pass to the head of the wearer, but be greatly modified by the non-conducting properties of the air in the space or chamber. This space may be either closed, or it may have passages for air to enter and also to pass away."

The defendants pleaded "Not guilty," traversed that the plaintiff was assignee, and alleged that the invention was not new.

The jury, after considering the matter for an hour and a half, found that the defendants had infringed the plaintiffs' patent, and that the principle of the patent was new in 1851, both in England and in India.

Verdict for the plaintiffs.

tf 503

SCREW AND PADDLE STEAMERS, &c.

G. H. HARRINGTON & Co. MARINE ARCHITECTS, ENGINEERS AND SURVEYORS, 27, Leadenhall Street, London E. C

Contracts entered into for Building Wood or Iron Screw and Paddle Steamers, Sailing Ships, Tugs or Barges suited to Sea or River Navigation.

Patent Combination Vessels with Teak Planking and Iron Frames.

Estimates and particulars forwarded on application, and contracts made for delivery of all kinds of Vessels in China, &c.

6fe-65 492 13th Aug., 1864.

TUPPER & Co's
CALVANIZED CORRUGATED IRON AND PATENT TILES,
FOR
ROOFS, SHEDS, CHURCHES, OUT-BUILDINGS, &c.

In order to protect the Public, all Tupper & Co.'s Manufactures are marked,—

"TUPPER & COMPY., Manufacturers,
"61a, *Moorgate Street, London;*
"WORKS LIMEHOUSE AND BIRMINGHAM,"

With either of their brands, Best Best TC with Crown over; Best Cross Daggers; or G in Circle.

For Prices, Drawings, and general information, apply through any respectable Londonhouse, or to the Manufacturers direct.

61a. *MOORGATE STREET, LONDON.*

⁂ Catalogues forwarded on application.

CAUTION.

Inferior qualities are being sold as Tupper & Co.'s make.

o-a-f 24de 550 December 24th, 1864.

ANY ONE CAN USE THEM.

A basin of water is all that is required to produce the most brilliant and fashionable colours on
SILKS, WOOLLENS, COTTONS, RIBBONS, &c.,
IN TEN MINUTES,
By the use of

JUDSON'S SIMPLE DYES.

Ten colours, Price 1s. 6d., 2s. 6d., and 5s. per bottle.

These Dyes will also be found useful for imparting colour to
FEATHERS, FIBRES, GRASSES, SEAWEED, IVORY, BONE, WOOD, WILLOW SHAVINGS, PAPER,
Also for
TINTING PHOTOGRAPHS AND FOR ILLUMINATING.

May be had of all Chemists throughout the United Kingdom and British Colonies.

Wholesale Depot: 19, Coleman Street, LONDON.

4ju-65 444

SHIPPING INTELLIGENCE.

ARRIVALS.

DATE	VESSELS.	FLAG & RIG.	TONS	CAPTAIN.	FROM	Sailed	CARGO.	CONSIGNEES.
Dec 23	Poyang	A. str.	827	Blanchard	Hankow			Olyphant and Co
.. 23	Corea	B. str.	500	Christiansen	Yokohama	Dec 18	Silk, &c	E. Warden, Agt. P. & O. Co
.. 23	Express	Br str	451	Castilla	Hankow			Jardine, Matheson & Co
.. 23	Kiangse	Am str	574	Simmons	Ningpo	.. 22		Russell and Co
.. 23	Wm. Melhuish	B ship	707	Duff	Newcastle NSW	Oct 19	Coals	Smith, Kennedy and Co
.. 24	Fei-ma	B. str.	121	Dunlop	Ningpo	Dec 23		Moses and Co
.. 24	Aden	B. str.	507	Sormes	Hongkong			E. Warden, Agt. P. & O. Co
.. 25	St. Julien	Fr bk	240		Nagasaki	.. 16		Vaucher, Frères
.. 25	Kiangse	A. str.	574	Simmons	Ningpo	.. 24	General	Russell and Co
.. 25	Australian	B. str.	725	Hamlin	Nagasaki	.. 23	Ballast	Dow and Co
.. 25	Tun-sin	B. str.	610	Bound	Ningpo	.. 24	General	Geo. Barnet and Co
.. 25	Khankai	B. schr	137	White	Hakodadi	.. 10	Sea Weed	
.. 25	Fusi-Yama	B. str.	2000	McQueen	Hankow	.. 26	General	Dent and Co
.. 26	Tiempo	Spa. bg	307	Celaya	Manila	Nov 10	Sugar, &c	Phillips, Moore and Co
.. 26	Warratah	B. str.	236	Buckland	Fuchau	Dec 17	do	Moses and Co
.. 27	Carrizal	B. bark	598	Lay	do	.. 8	Poles, &c	Smith, Kennedy and Co
.. 27	Wokee	B. str.	411	Orkney	Fuchau & N'po	.. 26	General	Dow and Co
.. 27	Fire Dart	A. str.	420	West	Ningpo	.. 26		Augustine Heard and Co
.. 27	Fire Queen	B. str		Johnson	Hankow			Lindsay and Co
.. 27	Viola	B str.	684	Hooper	Ningpo	.. 23		Jardine, Matheson & Co
.. 27	Mary Glover	A. ship	593	Hughes	Fuchau	.. 12	Poles, &c	Order
.. 27	Othila	Nor. bk	390	Mesfell	Iloilo	Nov 15	Sugar	Augustine Heard and Co
.. 27	Rubicon	B. schr	196	Hormson	Fuchau	Dec 8	do	Dent and Co
.. 27	Huquong	A. str.	1339	Johnson	Hankow			Russell and Co
.. 28	Antipodes	B. bark	592	Coles	London	July 15	General	Smith, Kennedy and Co
.. 28	Lalla Rookh	B. ship	869	Campbell	Shields	June 2	Coals	A. R. Tilby and Co
.. 28	Johanna Christoph	Da bg	296	Wehrmann	Iloilo			Siemssen and Co
.. 28	Kiangse	A. str.	574	Simmons	Ningpo	Dec 27		Russell and Co
.. 29	Pootung	B. str.	83	Hoole	Fuchau	.. 21	General	Byrne and Co
.. 29	Fire Dart	A. str.	420	West	Ningpo	.. 28		Augustine Heard and Co
.. 29	Confucius	Chi. str		McCaslin				

DEPARTURES.

From the anchorage.

Date.	VESSELS.	FLAG & RIG.	TONS	CAPTAIN.	DESTINATION.	CARGO.	DESPATCHED BY
Dec. 23	Tun-sin	B. str	610	Bound	Ningpo	Sun., &c	Geo. Barnet and Co
.. 23	Baltimore	Pru. bk	700	Meyer	Hongkong	do	Wm. Pustau and Co
.. 23	Locket		615	Topham	do	Ballast	Smith, Kennedy and Co
.. 23	Kiangse	A. str.	574	Simmons	Ningpo	Opi., &c	Russell and Co
.. —	Lizzie Allen	B. bark	325	Staples	Fuchau	Ballast	Master
.. —	L'Anversois	Fr bk	320	Sainbulick	Swatow	C'ton, &c	Nichol Latimer and Co
.. 24	Tamerlane	B. ship	761	Hughes	Hongkong	Cotton	Smith, Kennedy and Co
.. 24	Yeddo	B. str.	294	Laity	do	Sun., &c	W. R. Adamson and Co
.. 24	Baron Kellner	Aus. bk	381	Corich	do	Ballast	Siemssen and Co
.. 24	Daisy	B. bark	467	McCulloch	Saul	do	Rebhoff, Vale and Co
.. 24	Isabella	B. ship	1090	Koller	Singapore	do	Fletcher and Co
.. 24	Corrine	B. bark	395	Ochiltree	Chefoo	Opium	Johnson and Co
.. 24	Vulcan						
.. 24	Meta	Da. sch	120	Michelsen	do	Ballast	Clausen Droege and Co
.. 24	Fire Dart	A. str.	420	West	Ningpo	General	Augustine Heard and Co
.. 26	Nepaul	B. str.	541	Wilkinson	Hongkong *		E. Warden, Agent P. and O. Co
.. —	L'Oriental	Fr bk	274	Du Bois	Amoy	Ballast	Vaucher, Frères
.. 27	Helena	Da. bk	272	Knoodten	Hongkong	do	Wm. Pustau and Co
.. 27	Defiance	B. str.	114	Maddison			A. R. Tilby and Co
.. 27	Slaney [H M	g.-boat			Peking, &c		
.. 27	Kiangse	A. str.	574	Simmons	Ningpo		Russell and Co
.. 27	Anglo Saxon	B. ship	693	Plummer	London	Tea, &c	Smith, Kennedy and Co
.. 27	Fire Dart	A. str.	420	West	Ningpo	Opi., &c	Augustine Heard and Co
.. 27	Chanticleer	B. str	380	Wood	H'kg v. F'chau	C'ton, &c	Turner and Co
.. 28	Clio	B. schr	129	Corgill	Hongkong	Chi. books	Bourjau, Hübener and Co
.. 28	Courier	B. bark		Le Gros	London	Tea, &c	Geo. Barnet and Co
.. 28	Nightingale	B. bark	240	Brown	Chefoo	Ballast	Augustine Heard and Co
.. 28	Poyang	A. str.	827	Blanchard	H'kow & Ports		Olyphant and Co
.. 28	Tun-sin	B. str.	610	Bound	Hankow		Geo. Barnet and Co
.. 28	Bosworth	B. ship	611	Nicholls	London	Tea	Siemssen and Co
.. 28	Huqnong	A. str	1339	Johnson	H'kow & Ports		Russell and Co
.. 28	Fei-ma	B. str	121	Dunlop	Ningpo	Ballast	Moses and Co
.. 29	Boqueyran	Fr bk	219	Frager			Wm. Pustau and Co
.. 29	Lizzie Boggs	A. bark	449	Detzer	Fuchau	do	Augustine Heard and Co
.. 29	Fire Dart	A. str.	420	West	Ningpo	Opi., &c	Augustine Heard and Co
.. 29	Springwood	B. ship	989	Smith	Amoy	Ballast	John R. Fraser and Co
.. 29	Akindo	B. bark	370	Scott	Kanagawa	Sundries	John Thorne
.. 29	Ensign	B. bark	486	Black	Chefoo	Opium	A. R. Tilby and Co
.. 29	James Russell	B. ship	678	Griffith	London	Tea, &c	Hogg Brothers
.. 29	Amaranth	Ha. bk	316	Wuhrmann	Chefoo	Sundries	Siemssen and Co
.. 29	Bedfordshire	B. bark	298	Pierce	London	Tea	Chapman, King and Co
.. 29	Cleopatra	B. schr	199	Young	Swatow	Ballast	Dow and Co

* With Mails.

HULKS.

Name	Commander	Flag	Tons	Agents
Berwick Walls		(Floating Hospital)		
Bethel		British ship	90	Dent and Co
Louisa		British barque	594	Shaw, Brothers and Co
Melbourne		British ship	843	Harbor Master
Ngaputi		British barque	262	H. I. M.'s Customs
Nimrod		American barque	285	A. L. Freeman
Philip I	Oakman	British barque	400	A. R. Tilby and Co
Pons Ælii	Beaglehole			F. R. Gamwell
Ross				
Samuel Stoddart				

TUG BOATS PLYING FOR HIRE.

Name	Commander	Flag	Tons	Agents
Bunker Hill	Dobbyn	American steamer	63	Augustine Heard and Co
Fei Yuen	Erickson	British steamer		Shanghai Tug and Lighter Co
Fokelin	Skene	British steamer	70	Captain Patridge
Hercules	Parks	British steamer		Wheelock and Co
Little Orphan	Benning	American steamer	160	Augustine Heard and Co
Martin White	Parkes	American steamer	100	Frazar and Co
Powerful	Ryder	Ham. steamer	50	Wm. Pustau and Co
Titan	Cooley	British steamer		Smith, Kennedy and Co

SHIPPING IN HARBOUR AND AT WOOSUNG, DECEMBER 31, 1864.

MERCHANT STEAMERS.

Vessels.	Date of Arrival	Flag & Rig.	Tons	Captains.	Consignees.	Destination.	Intended despatch
Aden	Dec 24	B. str.	507	Soames	E. Warden, Agent P. and O. Co	Hongkong	To-day
Anna	Aug 26	A. str	63	Blanchard	H. Fogg and Co............		
Annette	Nov 17	B. str.	559	Jones	Gibb, Livingston and Co......	H'kow & Ports	Imdt
Australian	Dec 25	B. str	725	Hamlin	Dow and Co................		
Bo-Peep	June 14	Chi. str	73	Cochran		*Laid up*	
City of Nantes	Oct 30	B. str.	204	Gibson	Dow and Co................		
Confucius	Dec 29	Chi. str		McCaslin			
Corea	Dec 23	B. str	500	Christiansen	E. Warden, Agent P. and O. Co		
Cricket	June 1	A. str.	81			*Laid up*	
Emperor	Dec 22	B. str.	106	Mooney	Jardine, Matheson and Co....		
Enterprise		A. str.	107	Draper	H. Fogg and Co............	H'kow & Ports	To-day
Express	Dec 23	B. str.	451	Castilla	Jardine, Matheson and Co....		
Faust		B. str.	30		Jardine, Matheson and Co....		
Fenella	Dec 15	B. str.	179	Randal	Nichol Latimer and Co......		

MERCHANT STEAMERS.—*Continued.*

Vessels.	Date of Arrival	Flag & Rig	Tons	Captain.	Consignees.	Destination.	Intended despatch
Fire Queen	Dec 27	Br str		Johnson	Lindsay and Co	H'kow & Ports	To-day
Firefly					Chinese Government		
Foh-kien	May 30	B. str	923	Johnson	Russell and Co	Repairs	
Fusi-Yama	Dec 25	B str.	2000	McQueen	Dent and Co	H'kow & Ports	To-day
Gerard	Dec 3	B str.	401	Quirk	Smith, Kennedy and Co......	H'kg & Fuchau	3d prox
Glengyle	Dec 21	B. str		O'Sullevan	Jardine, Matheson and Co....	Hongkong	To-day
Grete		Pru. str	30	Hoffmann	Wm. Pustau and Co		
Island Queen	Nov 18	B. str	129	Sutherland	F. R. Gamwell		
Kiang-loong	Aug 15	A. str.	945	West	Augustine Heard and Co	*Laid up*	
Kiangse	Dec 28	Am str	574	Simmons	Russell and Co		
Little Mary	May 21	B. str.			Lamond		
Mandarin	June 27	B. str	93		J. H. Wignall and Co........		
Mercury	June 28	B. str.		Baynton	Reid and Co	Fuchau	Early
Monitor	Dec 2	A. str.	162	McCaslin			
Moyune	Dec 21	A. str	1200	Barton	Fletcher and Co............		
Nanzing	Dec 14	B. str.	459	Morrison	Trautmann and Co..........		
Nora Creina		B. str.	93				
Pootung	Dec 29	B. str.	83	Hoole	Byrne and Co..............		
Poushan	July 23	Chi. str		Hoare	Chinese		
Promise	Dec 11	B. str.	598	Bain	Smith, Kennedy and Co......	Yokohama	Imdt
Roma	Dec 18	B. str.	784	Hutchinson	Jardine, Matheson and Co....		
Rose	June 20	A. str.					
Shandon	May 9	B. str.	114		Moses and Co	*Laid up*	
Tah-Wah	Feb 19	A. str.	145				
Teenchang	Nov 27	B. str.	130	Gulliet	Smith, Kennedy and Co......		
Tentlee	Feb 19	A. str.	60	Lowell	Russell and Co		
Viola	Dec 27	B. str.	684	Hooper	Jardine, Matheson and Co....	Hongkong	Imdt
Vulcan	Dec 15	Br str		Pendleton	Lindsay and Co		
Wan-Loong-Fei		B. sm.	600	Robb	Geo. Barnet and Co		
Warratah	Dec 26	B str.	236	Buckland	Moses and Co..............	F'chau v. N'po	Early
Whampoa	Dec 22	B. str.	115	Betten	David Sassoon, Sons and Co..		
Wokee	Dec 27	B. str.	411	Orkney	Dow and Co................		

46 *Steamers.*]

MERCHANT VESSELS.

VESSELS.	Date of Arrival	FLAG RIG.	Tons	CAPTAIN.	CONSIGNEES.	DESTINATION.	Intended despatch
A. Kasakewitsch	Oct 31	Hal. bk	258	Corsen	Bourjau, Hubener and Co....		
Agamemnon	Oct 14	B. ship	828	Gorge	Russell and Co		
Agnes Holt	Nov 12	B. bark	235	Taylor	Jarvie, Thorburn and Co		
Alice	Aug 17	B. bark		Rowe	H. B. Cama and Co		
Allandale	Oct 19	B. ship	450	Gray	Lindsay and Co	Hakodadi	To-day
Amoy Trader	Sept 3	B. schr	109	Wulbrand	Wm. Pustau and Co		
Andes	Sept 19	B. ship	401		Rehhoff, Vale and Co........	Amoy	Imdt
Ann	Dec 16	B. brig	283	Stephen	Augustine Heard and Co......		
Anna Helen	Sept 1	B. ship	985	Morris	Bourjau, Hubener and Co....	Liverpool	To-day
Antipodes	Dec 28	B. bark	592	Coles	Smith, Kennedy and Co......		
Ark	May 21	A. bark	266	Luce	Augustine Heard and Co		
Aurora Australis	Nov 23	B. ship	508	Hays	Shaw, Brothers and Co		
August	Dec 10	Ha. bk	300	Rolfs	Wm. Pustau and Co		
Beatrice	Sept 21	B. bark	419	Marton	Lindsay and Co		
Belle		B. schr	115				
Benvenue	Nov 6	B. bark	414	Keay	Nichol Latimer and Co......		
Canadian	Aug 20	B. ship	714	Russell	Turner and Co..............	London	Imdt
Canvas Back	Sept 5	B. ship	741	Gunderson	Russell and Co		
Carrizal	Dec 27	B. bark	598	Lay	Smith, Kennedy and Co......		
Castle	Nov 6	Sin. bk		Outfeldt	A. R. Tilby and Co..........		
Catalpa	Aug 15	A. bark	240	Stevens	Allen and Co		
Cathrina	Nov 28	Ha. bk	238	Gram	Clausen Droege and Co.....		
Celestial	Oct 8	B. ship	401	Robinson	Gibb, Livingston and Co......		
Chetap	Nov 26	B. bark	748	Reid	Fletcher and Co............		
Chrysolite	Nov 5	B. ship	471	Varian	Johnson and Co	Hongkong	Imdt
Clarendon	Dec 14	B. ship	656	King	Smith, Kennedy and Co......		
Concurrent	July 16	Da. bk	239	Iversen	Wm. Pustau and Co	Repairs	
Congress	Dec 2	A. ship	821	Drinkwater	E. Warden, Agent P. and O. Co		
Constance	Aug 4	B. bark	534	Smiklin	Dadabhoy and Co	Liverpool	Early
Countess Russell	Aug 19	B. ship	965	Thompson	Oppert and Co	London	Imdt
Dolphin	Dec 13	B. bark	398	Withers	Dent and Co		
Eastern Chief	Oct 11	B. bark	401	Fraser	Dow and Co................		
Edith	Oct 13	B. bark	386	Ogilvie			
Eliza Mary	Dec 6				Byrne and Co..............	Yokohama	Imdt
Fairlight	Dec 8	B. ship	583	Bush	Olyphant and Co............		
Finella	Oct 20	B. ship	443	Murray	Fletcher and Co............	New York	Early
Fortunata	Dec 13	Ha. bk	250	Mattleson	Bourjau, Hübener and Co....	Hongkong	To-day
Gitana	Oct 17	B. ship	1337	Nicholson	D. Khakoo and Co..........	Liverpool	Early
Hainan	Nov 21	Ha. sch	298	Burmeister	Siemssen and Co............		
Halcyon		Re. cut.		Kundtsen			
Her Majesty	Aug 17	B. ship	1112	Seymour	Dadabhoy and Co	Liverpool	Early
Hildesheim	Dec 13	Ha. bk	344	Wilder	Bourjau, Hubener and Co....		
J. C. Munro	Oct 19	B. ship	612	Wood	Lindsay and Co		
J. W. Seaver	Dec 2	B. bark	260	Snow	Augustine Heard and Co......	Yokohama	Early
James Miller	Nov 30	A. schr	471	Carbonett	Angel and Co..............		
Jane Leech	Nov 15	B. ship	903	Bingham	Smith, Kennedy and Co......		
Java	Dec 14	Da bk	344	Hohlman	Captain		
Jeanne & Joseph	Dec 14	Fr bg	149	Fribarren	Buissonnet and Co..........	Nagasaki	To-day
John Cobbold	Nov 30	B. bark	220	Worm	Rehhoff, Vale and Co........		
John Nicholson	Nov 2	B. ship	685	Heffernan	Jardine, Matheson and Co....		
Johanna Christoph	Dec 28	Da. bg	296	Wehrmann	Siemssen and Co............		
Jubilee	Oct 20	B. ship	764	Grant	Fletcher and Co............	London	Early
Julia	Sept 19	Fr bk			Vaucher, Frères............		
Kaffir Chief	Sept 12	B. schr	156	James	Order		
Kate Cleather	Nov 9	B. bark	372	Johnson	Order		
Khankai	Dec 25	B. schr	137	White			
Lady McNaght'n	July 6	B. ship	570		Geo. Barnet and Co..........		
Lalla Rookh	Dec 28	B. ship	869	Campbell	A. R. Tilby and Co..........		
Looling	Oct 16	Pru. bk	240	Dunn	Oxford and Co..............		
Lord Palmerston	Nov 30	B. bark	543	McCready	Angel and Co..............		
Lucy E. Ashby	Nov 19	A. bark	346	Ashby	Dent and Co	S. F'co v. K'wa	15th prox
Maggie McLean	Dec 13	B. bark	272	Stewart	Dow and Co................		
Mathilde	Nov 28	Ha. bk					
Mary Glover	Dec 27	A. ship	593	Hughes	Order		
Minerva	Dec 14	Bre. bk	300	Stilliges	Russell and Co		
Morning Star	Dec 12	B. ship	562	Johnston	Frazar and Co..............		
Nabob	July 6	A. bark	535		Olyphant and Co............	Hongkong	Imdt
Naomi	Nov 2	B. ship	709	Sayers	Lindsay and Co	London	Early
Ocean Gem	Dec 14	B. bark	342	Selley	Russell and Co		
Orixa	Dec 14	Fr sh	937	Bounfay	Therie and Co..............	Singapore	Imdt
Othila	Dec 27	Nor. bk	390	Mesfell	Augustine Heard and Co		
Princes of Wales	Oct 16	B. bark	353	Barron	Fletcher and Co............	Montreal	Imdt
Queensbury	Nov 11	B. ship	635	Binnie	A. Ellissen and Co..........		
Quick	Dec 1	B. brig	220	Vébert	Bourjau, Hubener and Co....		
Quivive		B. schr	107	Brown	David Sassoon, Sons and Co..		
Resolute	Dec 13	B. ship	634	McGillivery	Gilman and Co		
Rolla	July 3	B. brig	114	Roberts			
Rosella	Dec 2	B. bark	283	Emery	Johnson and Co		
Rubicon	Dec 27	B. schr	193	Hormson	Dent and Co		
St. Julien	Dec 25	Fr bk	240		Vaucher, Frères............		
Sailor Home	Aug 31	B ship	1210	Bryant	D. Khakoo and Co..........	Liverpool	Early
Sebastopol	Mar 16	B. ship	934	Lowther		*Laid up*	
Shelbourne	Nov 23	B. bark	372	Lowe	Jardine, Matheson and Co....		
Silvia	Oct 17	B ship	1400	Cato	Jairaz Manjee and Co........	Liverpool	Early
Sir Harry Parkes	Nov 17	B. ship	806	Chapman	Shaw, Brothers and Co		
Sopia	Nov 23	B. bark	686	Whitehill	Bourjau, Hubener and Co....		
Spes	Oct 14	B. ship	369	Howieson	Gibb, Livingston and Co......	Liverpool	Early
Spirit of Trade	Nov 12	B. bark	523	Simpson	Smith, Kennedy and Co......	London	Early
Spirit of the Deep	Aug 21	B. ship	627	Hewitt	Jardine, Matheson and Co....	London	Early
Spray of the Ocean	Nov 2	B. ship	805	Slaughter	W. R. Adamson and Co......	London	Early
Star Queen	Nov 17	B. ship	769	Shergold	Smith, Kennedy and Co......		
Stewart Wortly	Nov 18	B. ship	791	Nicholson	Jardine, Matheson and Co....		
Thos. Dryden	Dec 19	B. bark	456	Brown	Order		
Tiempo	Dec 26	Spa bg	307	Celaya	Phillips, Moore and Co......		
Trieste	Nov 21	Aus bk	333	Protte	Petrocochino and Co		
Tumavo	Nov 30	Aus. bg	250	Sandrielli	Order		
Twilight	Nov 12	B. ship	630	McAlley	Frazar and Co..............	Chefoo	To-day
Wm. Melhuish	Dec 23	B. ship	707	Duff	Smith, Kennedy and Co......		
Woodville	Dec 13	B. bark	261	Lawrence			
Yorick	Oct 8	B. ship	1402	More	Fletcher and Co............	Liverpoo	Early

100 *Vessels.*]